

THOROUGH GUIDE'S

IRELAND

PART 2

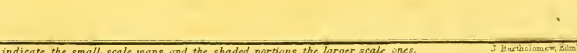
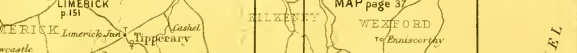
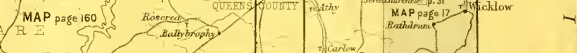
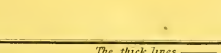
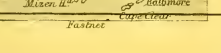
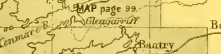
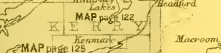
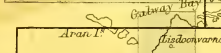
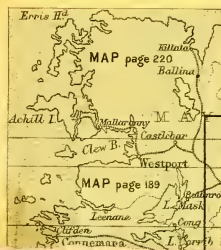
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showing the
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where they are to be found

Railways

Station with Refreshment Room
Telegraph Office





PINK SPECIAL, 1906.

Cork, Bantry, Glengarriff, Kenmare and Killarney.

* * * Coach: July to September.

	a.m.	a.m.	noon.	p.m.
Cork (<i>Albert Quay</i>)... .. train dep.	3.30	8.50	11.20	4.0
Bantry " arr.	6.2	11.31	1.52	6.39
" coach dep.	7.15	noon.	p.m.	
		12.0	2.30	7.0
Glengarriff " arr.	9.0	p.m.		
" dep.	9.10	1.45	4.15	8.45
Kenmare (Southern Hotel) " arr.	p.m.	On to Kenmare and Killarney next morning.		
" dep.	12.25			
Killarney " arr.	1.40			
	5.30			

	a.m.	a.m.
Killarney coach dep.	8.0	10.0
Kenmare " arr.		p.m.
" dep.	11.45	1.50
Glengarriff " arr.	p.m.	2.45
" dep.	1.0	6.0
Bantry Station... .. train dep.	4.15	
Cork (<i>Albert Quay</i>)... .. " arr.	a.m.	p.m.
	9.30	12.15
	11.44	4.40
	p.m.	7.10
	2.3	2.45
	5.25	9.35

Cork, Macroom and Glengarriff.

* * * Coach: June to September.

	a.m.		a.m.
Cork (<i>Capwell</i>) ... train dep.	9.15	Glengarriff coach dep.	9.0
Macroom " arr.	10.15	Gougane Barra " arr.	p.m.
" coach dep.	10.25	" dep.	12.30
Inchigeela " arr.	11.55	" dep.	1.0
" dep.	p.m.	Inchigeela " arr.	2.40
	12.25	" dep.	3.10
Gougane Barra " arr.	2.5	Macroom " arr.	4.45
" dep.	2.50	" train dep.	5.0
Glengarriff " arr.	6.30	Cork " arr.	6.0

Killarney and the Waterville Tour.

* * Coach : June to September.

Killarney train dep.	a.m. 9.51	July, Aug., and Sept.	a.m. 9.51	p.m. 3.18
Cahirciveen (stop for Luncheon) arr.	p.m. 12.6		p.m. 12.45	5.47
" coach dep.	12.20		1.0	6.20
Waterville... .. arr.	1.50		2.30	7.50
" dep.	3.0		3.30	
Parknasilla arr.	6.30		7.0	
" next morning dep.			a.m. 8.0	a.m. 10.45
Kenmare arr.			10.0	p.m. 12.45
" train dep.			10.40	1.50
Killarney arr.			11.58	3.14

Killarney train dep.	a.m. 11.26	July, Aug., and Sept.	p.m. 2.41	p.m. 8.45
Kenmare arr.	p.m. 1.13		3.58	10.8
" coach dep.	2.30		4.30	
Parknasilla arr.	4.30		6.30	
" next morning dep.			a.m. 9.45	a.m. 10.0
Waterville (stop for Luncheon) arr.			p.m. 1.15	p.m. 1.30
" dep.	a.m. 11.10		2.20	3.15
Cahirciveen (stop for Luncheon) arr.	p.m. 12.30		3.50	4.45
" train dep.	1.40		4.15	5.10
Killarney arr.	4.6		6.26	8.37

NOTE.—Visitors are informed that they must give one hour's notice at the Hotel Office of the Coach by which they intend to travel. Those requiring to go on to Glengarriff should notify the driver before the Coach leaves Parknasilla.

Box seats on the Coaches may be engaged from local coaching Agent on payment of a fee of 1s. extra.

Luncheon at Cahirciveen, Kenmare, or Waterville. One night must be spent at Parknasilla. The 1.50 p.m. train from Kenmare connects at Headford Junction with the Dining and Drawing-room Car Express from Cork to Dublin (Kingsbridge), whence connection with North Wall (for English night express service) and Kingstown Pier (for English night mail service).

Killarney or Limerick to Listowel and Kilkee.

* * Coach all the year round. Steamers June to September.
These services should be verified.

Killarney train dep.	a.m. 10.23	Kilkee train dep.	a.m. 8.50
Listowel... .. „ arr.	p.m. 12.48	Kilrush steamer dep.	9.30
		Tarbert Pier... .. „ arr.	10.10
		„ „ coach dep.	10.15
Limerick train dep.	a.m. 10.15	Listowel... .. „ arr.	noon. 12.0
Listowel... .. „ arr.	p.m. 12.47		
		Listowel... .. train dep.	p.m. 12.47
Listowel... .. coach dep.	1.55	Killarney „ arr.	2.32
Tarbert Pier... .. „ arr.	3.40		
„ „ .. steamer dep.	3.55		
„ „ .. „ arr.	4.30	Listowel... .. train dep.	12.48
Kilkee train arr.	5.5	Limerick „ arr.	3.10

Fares: *Single*, Listowel to Tarbert, 2s. ; to Kilrush, 3s. 6d. and 2s. 9d. ; to Kilkee, 4s. 10d. and 3s. 7d.

Galway and Ballyvaughan.

Steamer: Mon., Wed. and Fri. Tidal service: July, August, September. Connection with coaches at Ballyvaughan.

Ballyvaughan, Lisdoonvarna, Ennistymon and Kilkee.

* * Coach on Mon., Wed. and Fri., June to September.
This service should be verified.

Ballyvaughan ... coach dep.	p.m. 4.0	Kilkee train dep.	a.m. 7.25
Lisdoonvarna ... „ arr.	5.35	Ennistymon „ arr.	9.35
Ennistymon „ arr.	6.50	„ coach dep.	9.45
Ennis train arr.	8.20	Lisdoonvarna „ arr.	11.25
Kilkee „ arr.	9.50	Ballyvaughan „ arr.	p.m. 1.0

Fares: *Single*, Ballyvaughan to Lisdoonvarna, 1s. ; to Ennistymon, 2s. 6d.

Achill Island.

Long Cars, 1st June to 30th September, leave Achill Station 1.30 p.m. and 5.20 p.m.; arrive Dugort 3 p.m. and 7 p.m. Leave Dugort 10.30 a.m. and 2.30 p.m.; arrive Achill Station 12.10 a.m. and 4 p.m. Fare, 2s. 6d. (including driver's fee.)

Galway, Clifden, Leenane and Westport.

Coach : June to September.

Galway (train) dep.	a.m. 10.50	Westport (coach) dep.	p.m. 1.40
Clifden „ arr.	p.m. 12.12	Leenane „ arr.	5.50
„ (coach) dep.	2. 0		
Letterfrack (coach) arr.	3.40	Leenane (coach) dep.	a.m. 8.30
Leenane „ „	6. 0	Letterfrack (coach) arr.	10.30
			p.m.
Leenane (coach) dep.	a.m. 9.15	Clifden (coach) arr.	12.30
Westport „ arr.	p.m. 3.25	„ (train) dep.	1.35
		Galway „ arr.	3.27

Coach Fares : Clifden to Letterfrack, 2s.; Leenane, 4s. 6d.; Westport (*via* Delphi and Louisburgh), 10s.

Westport to Leenane (direct) 3s. 6d.; Letterfrack, 6s. 6d.; Clifden, 8s.

Whip-money, 1s. to Leenane; 1s. 6d. Leenane to Westport.

Lower Shannon Steamers.

Limerick to and from Kilrush (Cappa Pier) calling each weekday at Tarbert, also on Tues., Thurs. and Sat., at Kildysart, and on Mon., Wed. and Fri. at Redgap. Tidal service. **Fares** (single) : Between Limerick and Kildysart or Redgap, 3s. and 2s.; Limerick and Tarbert or Kilrush, 4s. and 2s. 6d. Limerick and Kilkee : Cabin and 1st, 5s. 4d.; deck and 3rd, 3s. 4d.

Shannon Lake Steamers.

****** The services given are for June to September.

Lough Derg and Middle Shannon Service.

Killaloe dep.	a.m. 8.30	Athlone dep.	a.m. 9.30
Portumna „	11.10	Shannon Bridge „	11. 0
	p.m.		p.m.
Meelick „	12.15	Banagher „	12.20
Banagher „ „	12.55	Meelick „	1. 0
Shannon Bridge „	2.10	Portumna „	2. 5
Athlone arr.	4.30	Killaloe arr.	5. 5

IRELAND

PART II.

Thorough Guide Series.

Edited by M. J. B. BADDELEY, B.A., and C. S. WARD, M.A.
Maps by BARTHOLOMEW.

From the "Daily Telegraph," 30th July, 1901.

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AUTHOR OF "NORTH DEVON AND NORTH CORNWALL," ETC.

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By BARTHOLOMEW.

FIFTH EDITION.

Go point me out on any map
A match for green Killarney,
Or Kevin's bed, or Dunlo's gap,
Or mystic shades of Blarney.

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1906.

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NEW EXPRESS ROUTE TO IRELAND.

As we go to press, the G.W.R. announces the opening of their **Fishguard-Rosslare** service not later than Aug. 1, 1906. The sea-passage is 62 statute miles, or a trifle less than that between Holyhead and Kingstown, which the Turbine Steamers will cover "in well under three hours." From Paddington to Fishguard Harbour Station (viâ Clarbeston Road—a new branch) is 259 miles, and the approximate times of the new service will be:—

						a.m.	p.m.
Paddington	...	...	...	...	dep.	8.45	8.45*
Reading	...	...	...	...	"	9.31	9.31
Cardiff	...	...	...	...	"	11.40	11.40
Swansea	...	...	...	...	"	12.30	12.30
Fishguard	...	...	...	{	arr.	2.15	2.15
				{	dep.	2.35	2.35
Rosslare	...	...	...	{	arr.	*5.10	*5.10
				{	dep.	*5.30	*5.30
Waterford	...	...	...	...	arr.	*6.30	*6.30
Cork	...	...	...	...	"	*9.15	*9.15

FROM IRELAND.

						a.m.	p.m.
Cork	...	...	...	...	dep.	*8.45	*7.45
Waterford	...	...	...	...	"	*11.30	*10.30
Rosslare	...	...	...	{	arr.	*12.30	*11.30
				{	dep.	*12.50	*11.50
Fishguard	...	...	...	{	arr.	4.15	a.m. 3.10
				{	dep.	4.35	3.35
Swansea	...	...	...	...	arr.	6.20	5.20
Cardiff	...	...	...	...	"	7.10	6.10
Reading	...	...	...	...	"	9.19	8.19
Paddington	...	...	...	...	"	10.5	9.5

* Irish time 25 minutes behind Greenwich.

So soon as this important service is inaugurated, an account of the route will be inserted in this Guide-book. We are informed that the New Milford and Waterford service (*p.* 40) will still be maintained.

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Introduction.

The **district described** in this volume lies south of a line drawn from Howth and Dublin through Athlone to Ballina. It thus covers the whole of Munster, and by far the greater part of Leinster and Connaught. Within these provinces there is however a great deal of country of an unattractive character and, while it is hoped that no places of real interest have been omitted, we have dealt more particularly with those districts which may fairly be called holiday-ground. Accordingly, County Wicklow, Connemara, the grand coast of County Clare, Counties Cork and Kerry—the two last including the lovely scenes of the Blackwater, Glengariff, and the Lakes of Killarney—are described in detail, whilst the inland counties are treated more briefly.

The course of the railways is so far given, as not to miss any noteworthy objects on or near them, and Dublin, Cork, Limerick and Kilkenny are described at some length.

Scenery, Means of Travel.—But little need be added on these subjects to what will be found in the body of the book at the beginning of the principal tourist sections, *e.g.* Wicklow (*p.* 17), Connemara (*p.* 180), Clare (*p.* 163), Blackwater (*p.* 73), and Killarney (*pp.* 90, 111). Many of the remoter districts have in recent years been made accessible by rail. Throughout the districts where railways are still scarce, mail-cars carry passengers, often at very low fares. On roads which are pleasure-routes, coaches or long-cars ply during the tourist season, whilst everywhere private cars can be hired at 6*d.*, 8*d.*, 10*d.* and 1*s.* a mile for 1, 2, 3, or 4 passengers respectively. In regard to mileage these rates sometimes apply to Irish miles (11 = 14 English), but in most places of popular resort they are charged for English miles. In addition, the driver is entitled to 2*d.* a mile, irrespective of the number of passengers carried, but may fairly look for something above the minimum for short distances, or for a carful of passengers.

Throughout this volume, distances are given in English miles, the shorter reckoning being occasionally added. In most cases, experience or local information has been tested by comparison with the Intelligence Department's "Distance Map of Ireland," and our distances, as a basis for car-fare reckoning, are not understated.

For the principal coach and steamboat arrangements the reader is referred to the Pink Sheet. The Shannon steamers' voyages do not easily fit in with ordinary touring routes and have therefore been added at the end next before the Index.

The only parts of our present district which appear to us at all suited for **Pedestrian Tours** are Co. Wicklow, the Waterville and Mizen Head promontories, Connemara between Recess, Letterfrack and Leenane, and the coast of W. Clare. Elsewhere distances are long, and good sleeping-quarters wide apart. At Killarney, boats and cars are a necessity for most of the recognised excursions. **Cyclists** will find little difficulty anywhere. The famines and other periods of distress of the last half-century have been partially relieved by setting the people to improve old roads and make new ones. A great deal of this work has been done since the original ordnance survey was made, hence the difficulty in making our maps to fully represent the facts that in the touring districts of Kerry, Galway, and Mayo they contain many recent additions is due to the unfailing courtesy of the officers of the Ordnance Survey Office and of the Congested Districts Board, to whom and to the many correspondents, who have taken interest in the correction of the text, we beg to repeat our sincere thanks.

Geology.—A brief treatment of this subject, as regards Wicklow, Connemara and Clare, will be found in the introductory remarks to those sections of the text. Here it will suffice to give an outline of the geology of the south-west of the island.

When the traveller reaches Limerick Junction from Dublin, he has nearly completed his journey over the carboniferous limestone of the central plain. The Slievenamuck, Galtee, and Knockmealdown ranges of Southern Tipperary consist almost wholly of old red sandstone, and this formation also occupies the main portion of Co. Cork. The limestone appears in the valley of the Blackwater, but in that of the Bandon passes into carboniferous slate, which alternates with the red sandstone rocks throughout the southernmost peninsulas and headlands of the island. Clay-slate (Silurian) forms the highest elevations in the western part of the county, between the head of Bantry Bay and the Upper Blackwater. Kerry has two markedly distinct areas. From Killarney northward to the mouth of the Shannon it is of small elevation, and consists of carboniferous rocks fringed on the western side by an irregular band of limestone. The southern portion and the western promontories are everywhere mountainous. The mountains are chiefly composed of a red or brownish-grey quartzose conglomerate alternating with green and purple slates. This rock forms the uppermost of the Silurian series, and is

closely allied to the lowest member of the old-red system. The traveller who explores the Reeks and ascends Carrantuohill will note the grand escarpments which it forms. Towards the coast, and in the direction of the river valleys, the flanks of the mountains support extensive layers of old-red sandstone, which within the valleys is overlaid by carboniferous limestone—the formation on which Killarney itself stands. The traces left by old-world glaciers are abundant—huge moraines and carved rocks.

Mountains.—Ireland is perhaps not a great country for climbers, but there are some noteworthy ascents. As remarked elsewhere, the granite heights of Co. Wicklow offer few attractions, and the bare ranges of East Cork and Waterford are as mountains equally deficient. On the other hand the Galtees are a noble range, and afford superb views of the rich country at their feet; the outliers of the Twelve Pins, *e.g.*, Diamond Hill and Lissoughter, are to be recommended as both easy to climb and fine view-points; Benbaun, the loftiest of the Twelve Pins and the noble Mwheelrea group are more serious ascents. The grand views from the Kerry heights, for instance, Purple Mountain, Carrantuohill and Brandon Hill, will amply repay the time devoted to them. Carrantuohill, the highest mountain in Ireland, is sufficiently rugged and abrupt to be interesting for the ascent itself. Perhaps the best general view-point in Kerry is from Caherconree. The Croaghau range in Achill is dull to mount, but drops in superb cliffs to the ocean, and Croagh Patrick, though only moderately interesting, so far as the climb is concerned, is a noble observatory within easy reach of Westport. These several climbs are all described from the author's notes made in the course of actual ascents. Until we printed that of Carrantuohill in 1888, and of Mwheelrea in 1895, there were no guide-book descriptions of these excursions that seemed based on experience. Now there are several!

Round Towers.—Of these famous structures, which are almost* confined to Ireland, more than a hundred have been enumerated. They are found in thirty of the thirty-two counties (Westmeath and Leitrim being, we believe, unrepresented) and in preservation or decay range from

* The other examples in the British Isles are in Pictish Scotland (i) Brechin, perfect; (ii) Abernethy, imperfect; (iii) Egilshay (Orkney), only a stump attached to the old ruined church. The last of these may be as early as any in Ireland, but the two first are assigned to the 11th or 12th century.

perfect specimens to the shortest stumps or mere foundations. They consist of a hollow and slightly tapering circular tower, frequently of very massive masonry at the bottom, and of ashlar or grouted rubble work above, and terminating, when perfect, in a conical cap. The height varies from 50 to over 100 feet, and internally they were divided into stories. The single door is always from 8 to 15 feet from the ground, and each story has a small window-opening, except the one below the cap, which commonly has four. The sides of the door and windows incline inwards, conformably with the tapering of the tower, and the tops of the windows, whether round, pointed, or square, are formed of one or two stones, but not of a built arch.

The *purpose* for which they were built, and the *period* to which they belong, after having been the subject of endless and often wild conjecture, have not been seriously in doubt since the late Dr. Petrie's *The Round Towers of Ireland* appeared. In date they are now held to range from the 6th to the 13th cent., the larger number probably from the 10th to the 12th. The native name for them, *Cloictheuch*, literally bell-house, indicates one of their uses, but their primary object, to supply a place of refuge for the monks and their sacred treasures in times of sudden danger, is inferred from their situation, adjoining existing or once existing ecclesiastical buildings, and the character of their structure—massive below, unclimbable and with a single, small and easily defensible, entrance. That the latest examples retained the old form, although the amelioration of the times no longer made that essential, may well have resulted from a desire to keep touch with the past, even when the provision of a bell-house was the immediate object contemplated.

The foregoing paragraphs are based on Mr. Gammack's article in the *Dict. Xtian. Antiq.* From Miss Stokes' *Early Christian Art in Ireland* (1894), a handbook the traveller will appreciate, we have abridged the following summary of the distinctive styles of masonry which the towers exhibit. The examples named are those met with upon, or within a short distance of, the most frequented tourist routes that fall within this volume.

I. Earliest. Rough field-stones, *unwrought*, roughly coursed wide-jointed, small stones in interstices, mortar coarse. **Clondalkin** (p. 55).

II. Stones *roughly hammer-dressed*, distinctly but irregularly coursed. **Kildare** (p. 56), **Cashel** (p. 58).

III. Horizontal courses, *well-dressed stones*, strong mortar of lime and sand. **Glendalough** (p. 30), **Kilkenny** (p. 53).

IV. Rough but *excellent ashlar*, resembling wide jointed Anglo-Norman. In some cases, finest possible ashlar masonry. **Aghadoe** (p. 117), **Ardmore** (p. 76), **O'Rorke's at Clonmacnois** (p. 203).

Accommodation.—The writer upon Irish hotels, who desires to be just to the landlord, and at the same time faithful to the traveller, is awkwardly placed. He gladly recognises the anxiety of everybody in the establishment, notably "Boots," to contribute to his comfort, but patience is apt to be sorely tried by the general laxity of management, which often entirely upsets the day's programme. This shows itself at one time, in orders for an early call being quite forgotten, at another in breakfast being served two minutes before train or mail-car is timed to start, and generally in unpunctuality and untidiness. The most suicidal habit however to which the Irish hotel-keeper is prone, is carelessness about those sanitary arrangements which are now-a-days essential to the success of any place professing to accommodate decent people. It is difficult to estimate the increase in Irish travel which would result from the removal of these drawbacks. Happily a great advance has been made of late in the South-West, West and North-West, and other districts will be bound to follow suit if they are to hold their own.

Speaking now of that part of Ireland which this volume covers, there is first-class accommodation in Dublin, Cork, and on the principal tourist routes. Connemara, County Wicklow and the Glengarriff-Killarney country are well supplied, and no hardship is entailed by having to stop for a time at Waterford, Kilkenny, Mallow, Youghal, Limerick, Leinch, Lisdoonvarna, or Kilkee. The rail-and-coach route round the Waterville promontory is as remarkable for its excellent accommodation as for the beauty of its scenery; otherwise "Irish" ideas are apt to prevail even in the principal "hotels," at places at all remote, or purely agricultural or commercial. The pleasant country inn of rural England is a *rara avis* in Ireland, indeed the term "inn" is practically not used at all, and every little pot-house that holds its head above the mere drink-shop (whose name is legion) dubs itself an hotel.

There is a difficulty of another kind which confronts the writer of an Irish handbook. Hotel signs are little used, and houses are commonly designated by the name of the landlord, hence what is Murphy's to-day is M'Sweeny's to-morrow. We have done our best to bring this part of our work up to date, but, herein, as in all else which affects

the usefulness of the Guide, we invite communications from the reader.

Hotel charges do not, relatively to the accommodation, differ much from those obtaining in England.

Health Resorts.—Within our district the only Spas of any general repute, even among Irishmen, are Lucan and Lisdoonvarna. Of Hydropathic Establishments, “St. Ann’s Hill,” near Blarney, is well known. Among winter-quarters, for cases requiring a mild and equable climate, may be mentioned Queenstown, Glengarriff, and Parknasilla. The first of these is less humid than the beautiful Kerry nooks, the arrival and departure of American traffic affords variety, and Cork is within half an hour by rail. We have failed to obtain trustworthy records of the amount of sunshine during the winter at either of these places, and no special provision seems to be made for the amusement of visitors—an important consideration, if the South of Ireland is to vie with the South of France; but a guide-book writer must leave the merits of sanatoriums to the doctors.

Shamrock.—The plant now taken as the national emblem is the White (or Dutch) Clover (*Trifolium repens*), which is supposed to be of comparatively recent introduction into Ireland, where it is not so common as in England. Some writers maintain that Wood Sorrel (*Oxalis acetosella*) was the plant which St. Patrick used as an illustration of the doctrine of the Holy Trinity, others that it was *Trifolium minus*, but shamrock appears to be a generic term, and the legend is not older than the 12th century.

Books.—Besides Miss Stokes’ little volume (see under “Round Towers”) two may be recommended to the intelligent tourist: *A Concise History of Ireland* (2s.) and *Irish Local Names Explained* (1s.), both by P. W. Joyce, LL.D., and published by Gill & Son, of Dublin.

Cycling Memoranda.

Members of the **Cyclists' Touring Club**, 47, Victoria Street, London, S.W.—entrance 1s., ann. subsc. 5s., which covers monthly *Gazette* and annual *Handbook* (hotels, repairers, “consuls,” i.e., local men to whom members may apply for information)—will have with them the admirable Road Books, *Ireland North* or *Ireland South* (3s. each, post free, to members; 10s. 6d. each net to non-members. Excellent and cheap publications are Mecredy's *Road Book of Ireland*, in two parts (1s. each. *Irish Cyclist Office*, Dame Court, Dublin).

In the following skeleton routes and in the brief cycling information in the text of this volume, we do no more than indicate such routes of approach to the most important holiday districts as we believe to be the best, and some routes within them that are good. The wheelman who is a stranger to those districts and has only a short holiday at his disposal will not waste time in cycling to them from afar. In Cos. Cork and Kerry the roads are generally good; in Connemara, fair; in Co. Clare, bad; in Achill Island, worse.

The long and somewhat devious routes we outline, from Dublin to Killarney and back, are the best in our opinion, having regard to the quality of roads, scenery, and places of interest. Such an instructive tour if taken fairly leisurely would, with the Waterville Tour thrown in, occupy a busy month on the reckoning of 30 miles a day. With less time available, the outward route may be recommended with some confidence. The return route, by way of Limerick, is distinctly less interesting, and of its three principal attractions for the lover of old-time relics—Adare, Holycross Abbey and Cashel—the last and most interesting can be taken on the outward route, between Kilkenny and Clonmel, at an additional cost of 16½ miles' pleasant cycling. We anticipate, and shall welcome, suggested improvements of our zigzag from Dublin to Killarney. Meanwhile we are not doubtful of its merits.

DUBLIN TO KILLARNEY.

I. Shortest but least interesting route.

Dublin	...	...	Kilmallock...	...	130
Abbeyleix	...	61	Charleville...	...	136
Cashel	...	98	Newmarket	...	154
Tipperary	...	110	Killarney	...	177

II. Best route for scenery and places of interest.—
Together with IV., a comprehensive tour enjoyable throughout.
Alternative sections in smaller type.

	Intermediate.	Total.
Dublin ... ..	...	...
Dundrum	5	...
Stepaside	3	...
Enniskerry	5	13
(by Rocky Valley and Glen of Down.)		
Newton Mt. Kennedy	10	23
Roundwood	5½	...
Annamoe	3	...
Laragh	3	34½
(Glendalough or Seven Churches, 2 m. W.)		
Rathdrum	7½	...
[Rathdrum to Aughrim, <i>via</i> Wooden Bridge (7½), is 12 m.]		
Aughrim	8½	50½
Tinahely	8	...
Hacketstown	6½	...
Carlow	18½	83½
Leighlinbridge	8½	...
Royal Oak	2½	...
Kilkenny	13½	108
Callan	10	...
Clonmel	22	140
<hr/>		
Kilkenny ... ..	...	108
Cashel	34	...
Clonmel	14½	156½
<hr/>		
Clogheen	14½	...
Beola Br.	12	...
(Mt. Melleray Monastery, 1½ N.—p. 98)		
Cappoquin	2½	(168½)
(Steamer, p. 76, between Cappoquin and Youghal.)		
Lismore	3½	173½
(by road W. of Blackwater)		
Youghal	22½	195½
Midleton (wrongly spelt Middleton on map)	17	...
Cork	13½	226½

				Intermediate.	Total.
Lismore ...	...	...	...	.....	173½
Fermoy ....	..	...	...	16	
Rathcormack	...	...	...	4½	
Cork ...	...	...	...	18	211¾

Lismore ...	...	...	...	.....	173½
Fermoy ...	...	...	..	16	
Mallow ...	...	...	...	18½	207¾
Banteer ...	...	...	...	12	
Millstreet ...	...	...	...	9 (rough road)	
Killarney ...	...	...	...	21½	250½

N.B. The finest round in Ireland is from Killarney through the Gap of Dunloe and up to Windy Gap and back to Killarney—see p. 112.

Cork ...	...	...	...	.....	226½
Dripsey ...	...	...	...	14	
Coachford...	...	...	...	2½	
Macroon ...	...	...	...	8½	251½
Inchigeelagh ...	...	...	...	10 ...	261½
Keimaneigh Pass	...	...	...	10½ ..	
Snave Bridge	...	...	...	12	
Glengariff ...	...	...	...	5½	289½
Kenmare ...	...	...	...	17¾	307
*Muckross Hotel	...	...	...	17½ ..	
Killarney ...	...	...	...	2½	327

* **Muckross.**—Cyclists who do not wish to have to return on their tracks from Killarney in order to visit the Demesne may do so from the Muckross Hotel. The only route permissible on wheels is that described on p. 115, which cannot be reversed except on foot. If the Demesne be entered opposite the Muckross Hotel and the round by Dinish taken, the road already traversed will be regained 3 m. short of the Hotel. This détour adds between 8 and 9 miles to the journey to Killarney, but should be made. In cycling from Killarney to Kenmare it would naturally be taken, entering the Demesne at the nearest entrance, 2 m. from the town. In that case the Torc Waterfall would involve a short détour.

WATERVILLE TOUR.

The rail and coach tour described on p. 124 is one of the best cyclist tours in the South of Ireland. The only point to be noted is that the cyclist who has already traversed the section just outlined between Kenmare and Killarney has at his disposal a shorter but very picturesque alternative route between those places. Indeed, the Kilgarvan variation is worth taking on its own account, though for the first few miles the road itself might be better.

	Intermediate.	Total.
Killarney ... ..	...	...
Killorglin	13	13
Caragh Lake (Sta.)	4 $\frac{1}{2}$	...
Glenbeigh Hotel	3 $\frac{3}{4}$	21 $\frac{1}{4}$
Mountain Stage (Sta.)	3 $\frac{3}{4}$	...
Kells (Sta.)	7 $\frac{1}{2}$	...
Cahiriveen	6 $\frac{1}{2}$	39
(Valentia Ferry, 2 $\frac{3}{4}$)		
Waterville	10	49
Parknasilla	22 $\frac{1}{2}$	71 $\frac{1}{2}$
Kenmare	14 $\frac{1}{2}$	86
(For main road to Killarney, see <i>p.</i> xix)		
Kilgarvan	6 $\frac{3}{4}$	...
Morley's Bridge	2 $\frac{1}{2}$	...
Loo Bridge	5	...
Killarney	11 $\frac{1}{4}$	111 $\frac{1}{2}$

KILLARNEY TO DUBLIN.

IV. The Reeks are a fine feature, left, to Farranfore. Thence the run to Limerick is on the whole dull, but the road is almost everywhere good. Farranfore to Tralee, 20; Listowel, 36 $\frac{1}{2}$; Tarbert, 47 $\frac{1}{2}$ —easy but dull. The 36 miles between Tarbert—*via* Foynes, 12 $\frac{1}{2}$, and Askeaton, 19 $\frac{1}{2}$ —and Limerick are poor travelling, but in parts less monotonous.

	Intermediate.	Total.
Killarney		
Farranfore (Sta.)	9 $\frac{1}{4}$	...
Castleisland	6	15 $\frac{1}{4}$
Abbeyfeale	14	...
Newcastle	13	42 $\frac{1}{4}$
Rathkeale	7 $\frac{3}{4}$	...
Adare	7 $\frac{3}{4}$	57 $\frac{3}{4}$
Limerick	10 $\frac{1}{4}$	68
Tipperary	24	...
Cashel	12 $\frac{1}{4}$	104 $\frac{1}{4}$
Holy Cross Abbey	8	...
Thurles	4	116 $\frac{1}{4}$
Littleton	4 $\frac{3}{4}$	...
Durrow	19 $\frac{3}{4}$	...
Abbeyleix	5 $\frac{1}{2}$	...
Maryborough	8 $\frac{3}{4}$	155
<hr/>		
Thurles ... ..	...	116 $\frac{1}{4}$
Templemore	9 $\frac{1}{2}$	...
Rathdowney	12 $\frac{1}{4}$	...
Abbeyleix	12	...
Maryborough	8 $\frac{3}{4}$	158 $\frac{1}{2}$

			Intermediate.		Total.
Monasterevan	...	...	12½	.....
Kildare	...	...	7	.....
The Curragh	...	...	3	.....
Newbridge	...	...	3	.....
Naas	...	...	6¼	.....
Maynooth	...	...	12½	.....	199½
Leixlip	...	...	4½	.....
Lucan	...	...	1¾	.....
Dublin	...	...	8¾	.....	214½

DUBLIN TO LIMERICK AND CO. CLARE.

V. To Limerick—best scenery between Mountrath and Silvermines.

			Intermediate.		Total.
Dublin					
Kildare	...	...	33	.....	33
Maryborough	...	...	19½	.....	52½
Mountrath	...	...	8½	.....	61
Borris-in-Ossory	...	...	8	.....	69
Roscrea	...	...	7½	.....	76½
Silvermines	...	...	22½	.....
Killaloe	...	...	9½	.....	108½
Limerick	...	...	13½	.....	122

VI. To Lehinch. The best route from Portumna onwards. By Gort and Corrofin is bleak, but saves some miles.

			Intermediate.		Total.
Dublin					
Kildare	...	...	33	.....	33
Portarlinton	...	...	16	.....	46
Mountmellick (Scully's)	...	...	6	.....
Parsonstown	...	...	28	.....	80
Portumna	..	..	15	.....	95
Scarriff	...	...	23	.....
Quin	...	...	18½	.....
Ennis	...	...	6	.....	142½
Ennistymon	...	...	16	.....
Lehinch	...	...	2½	.....	161

VII. To Kilkee. The route *viâ* Limerick and Tarbert Pier is no longer convenient since the disappearance of the steamer connection between Tarbert Pier and Kilrush—see N.B. of Pink

Special. If you *can* hit off the Limerick to Kilrush steamer at Tarbert Pier (it is a tidal service) go that way,* as a continuation of the above Dublin to Limerick run. Otherwise, we advise the above Lehinch route as far as Ennis and thence train. The 35 miles of the direct road between Ennis and Kilkee are barren, and the 43 miles "Shannon" road *viâ* Kilrush are very slightly better. The Shannon is a "noble stream," of course, but from Lough Ree mouthwards it is supremely modest and, for better or worse, you see little of it from any road. A swim at Kilkee is worth obtaining, and the cliffs of Co. Clare are superb. To make for Lehinch (II. *above*) and thence wheel to Kilkee and Loop Head, returning by rail from Kilkee to Ennis and so homewards, is an excellent scheme, if you remember to halt at Lehinch and Kilkee to view the cliffs which the road necessarily shirks. It is 28 miles between Lehinch and Kilkee, and on the whole featureless. The run from Kilkee to Loop Head is 37 miles, and if there were an hotel at the Lighthouse, it would be thronged. But there isn't, and our advice to wheelfolk who object to a twice thirty-seven journey is to be content with Kilkee to Ross Bay and back, which is 45 miles, out and home, from Kilkee.

VIII. Dublin to Lisdoonvarna.

- (a) Dublin, as above to Ennistymon, 158½, whence Lisdoonvarna 8 miles.
- (b) Dublin, as above to Ennis, 142½, and on by Corofin, 8½; Kilfenora, 17; to Lisdoonvarna, 23.

DUBLIN TO COS. GALWAY AND MAYO.

The roads from Dublin across the full breadth of Ireland to Galway, Westport and Ballina are dull, and, for long stretches, dreary. Moreover, the places passed are generally of little or no interest, and comfortable hotels are few and far between. To be overtaken by foul weather, or by a mishap to the machine, might easily prove distinctly disagreeable, and our advice to the tourist is to use the rail to the places named above. If Connemara is to be approached by way of Cong, cycling might pleasantly begin at Claremorris.

* Limerick to Askeaton, 16½ m.; Foynes, 23; Tarbert Pier, 36; and Kilrush to Kilkee, 8.

IX. Dublin to Galway.

			Intermediate.		Total.
Dublin	...	...	...	.....
Maynooth (pleasant so far)	...	...	15	.....	15
Mullingar	...	...	36½	.....	51½
Athlone	...	...	29	.....	80½
Ballinasloe	...	...	16¾	.....	97½
Kilconnell	...	...	7¾	.....
Athenry	...	...	17¾	.....
Galway	...	...	14½	.....	137

X. Dublin to Westport or Leenane.

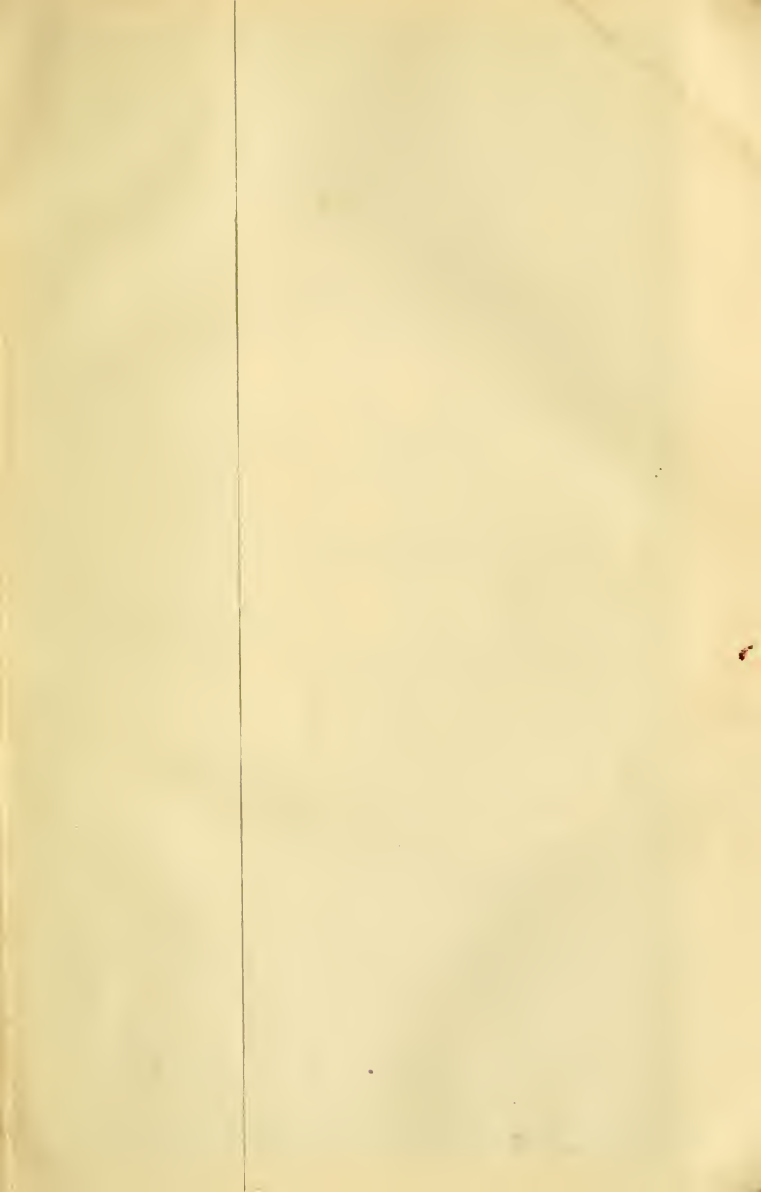
			Intermediate.		Total.
Dublin	...	...	...	.....
Athlone (above)	...	...	...	.....	80½
Tuam	...	...	40½	.....	121
*Ballinrobe	...	...	19½	.....
Westport	...	...	19½	.....	159

XI. Dublin to Ballina.

(a) The road with the best surface, but dull throughout, is that by Mullingar, 51½; **Longford**, 78; Ballaghaderreen, 116½; Swinford, 134; Ballina, 150 miles.

(b) The road *viâ* Athlone, 80½; **Roscommon**, 101; Ballymoe, 114½; Castlerea, 120; Swinford, 144½; Ballina, 160½, is generally dull, and beyond Roscommon badly off for accommodation. The direct road (17½) between Roscommon and Castlerea about half-way goes over Rath Hill, steep descent on the far side, with another sharp up and down before *Ballintober Castle* is reached—a large ruin, but scarcely of sufficient interest to compensate for the rough, though shorter, road.

* From Claremorris to Ballinrobe, 13½, by a pretty road, *viâ* Hollymount half-way. Between Ballinrobe (*viâ* Cong, 7) and Leenane, 30 miles, there is only poor sleeping accommodation.



SKETCH MAP OF ROUTES FROM ENGLAND AND SCOTLAND TO IRELAND



Approaches.

*** For particulars of all touring arrangements in Ireland, apply to Irish Tourist Office, 2 Charing Cross, London, W.C.

The map opposite this page shows the steamer-routes from Great Britain to Ireland. Those running to the Northern part of the island are particularised in *Ireland, Part I.* Here we are concerned with those to the Southern part.

(1) **Holyhead to Kingstown**, 64 m.; or **North Wall**, 70 m. There are four weekday express services between Holyhead and Dublin, running in connection with trains from London and England generally, and three of them in communication with express and mail trains from Dublin to all parts of Ireland. Two of these services are performed by the splendid boats of the *City of Dublin Steam Packet Co.*, which carry the Irish Mails and run between Holyhead and Kingstown, whence there is rail connection with the Dublin Termini: *Westland Row* (for Dublin); *Amiens St.* (for Belfast and the north); *Broadstone* (for Connemara, &c.); *Kingsbridge* (for Limerick, Cork, and Killarney). The other two by the *L. & N.W. Railway Co.*, whose boats run from Holyhead to North Wall, where, on the arrival of the night express boat, trains are in waiting to convey passengers to the termini (except *Westland Row* and *Harcourt Street*) of the various companies in time to proceed by fast trains to all parts of Ireland. The steamers of both companies are unexceptionable in their appointments. The Kingstown mail-boats are the swiftest passenger steamers afloat, but the express boats are not much behind them—notably the “*Banshee*.”

The approximate time occupied between London and Dublin is:—by the Kingstown (mail) route, 8 to 8½ hours; by the North Wall route, 9 hours. Sleeping saloons (5s. in addition to 1st class) are attached to the night trains.

Tickets (1st or 2nd Cl.), issued for the Kingstown route, are available on the North Wall boats (cabin) without extra charge, and by payment of an extra charge of 2s. on 1st cl., and 3s. on 2nd cl. tickets, 1st and 2nd class passengers with tickets by the North Wall route may travel in the 1st cabin of the Kingstown boats, or, without extra charge, in the 2nd cabin. Third-class through tickets with first or second on boat are also issued.

The Route. After passing the magnificent breakwater at Holyhead and noticing the South Stack Lighthouse at the western extremity of Holyhead Island, we see no more land till the mountains of Wicklow loom in the distance, the Sugarloaf being the most clearly defined height. The coast stretches as far as Wicklow Head. Then our course is near the Kish lightship, and as we approach Dublin Bay, we have the Hill of Howth, Ireland's Eye, and Lambay Island to the North, and a shore line, dotted with villas, villages and towns, in which Kingstown in the most conspicuous object, to the south. Dalkey Island and the obelisk on Killiney Hill are also noticeable. Passengers by the *Kingstown*

route at once enter the train, and in less than $\frac{1}{4}$ hour reach the Westland Row station, which is within the sixpenny car-fare (see p. 2 limits, and has a fair-sized hotel, the *Grosvenor*, opposite to it.

North Wall passengers can enter the *North Wall* station (*Refr. rm.*; *L.&N.W. Hotel*) by a covered way. For connection with other termini, see p. 1. *North Wall* is just outside the city boundary, and therefore a car into Dublin comes under Section II. p. 4.

(2) **Liverpool to Dublin (North Wall)**, 138 m.; 13s. 6d., *Ret.* 21s. by the *City of Dublin* Company's boats. This is also a good service, and will be appreciated by those who like the sea. The time of leaving Liverpool varies from about noon to 10 p.m., according to the tide. Through tickets are issued from the chief Midland stations by the route.

(3) **Glasgow (and Greenock) to Dublin**, 225 m.; 13s. 9d., *Ret.* 22s. 6d., every weekday evening from Central (Caledonian) station, the voyage being timed to occupy 12 to 14 hours.

(4) **London, Portsmouth, Southampton, Plymouth, and Falmouth to Dublin**: *British and Irish Steam Packet Co.*'s steamers:—

From London (*North Quay, E. Basin, London Docks*; 76 hours). Sun. and Wed. mornings. Fares: 25s., 17s. 6d., 11s.; return (two months), 38s. 6d., 27s., 17s.

From Portsmouth (54 hours) Mon. & Thur. 8 a.m.

From Southampton (52 hours) Mon. & Thur. 2 p.m.

From Plymouth (36 hours) Tues. & Fri. 11 a.m.

From Falmouth (25 hours) Tues. & Fri. 5 p.m.

} Fares only slightly less.

(5) **New Milford to Waterford**: *Great Western Railway* steamers. See p. 40.

(6) **New Milford to Cork**: *City of Cork* boats, see p. 62.

(7) **Liverpool** (Nelson Dock) **to Cork**: *City of Cork* boats. On Tues., Thurs., Sat., tidal service. Fares: 17s. 6d., 10s.; return (2 months) 25s., 15s.

(8) **Liverpool** (Clarence Dock) **to Waterford**: *Waterford Steamship Company*. On Mon., Wed., Fri., tidal service. Fares: 15s., 7s. 6d.; return (cabin) 25s.

(9) **Liverpool** (Trafalgar Dock) **to Wexford**. On Tuesdays. Fares: 12s. 6d., 6s.; return (cabin) 18s.

(10) **Glasgow to Cork**: *Clyde Shipping Company*. On Tues. and Fri. call at Greenock. Fares: 17s. 6d., 10s.; return (2 mos.) 25s., 15s.

(11) **Glasgow to Waterford**: *Clyde Shipping Company*. On Mon. and Thurs. Fares: same as to Cork.

(12) **Glasgow to Westport**. *Laird*. Fares: 12s. 6d., 5s.; return (2 mos.) 20s., 8s. Also to **Ballina**.

(13) **Glasgow to Limerick**. *Clyde Shipping Company*. On Mondays. Fares: 17s. 6d., 10s.; return, 25s., 15s.

(14) **Bristol to Dublin**. On Tuesdays. Fares: 10s., 5s.; return (2 mos., available from **Wexford**; from **Cork** for 3s. extra) 15s., 7s. 6d.

(15) **Bristol to Cork**. *City of Cork* boats. On Tues., Thurs. Fares: 24s., 10s. 6d.; return (2 mos.) 36s.

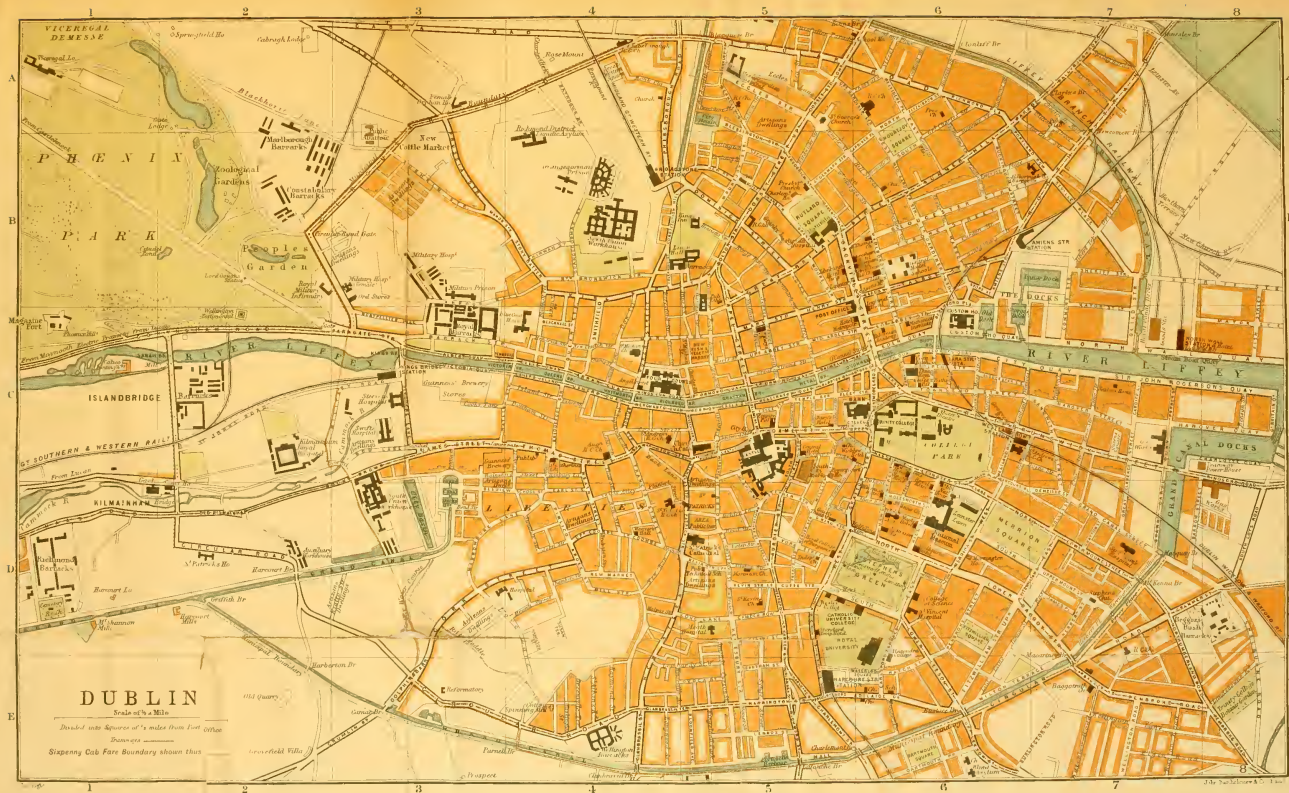
(16) **Bristol to Waterford**. *Waterford S.S. Co.* Fares: 15s., 7s. 6d.; return 25s.

(17) **Bristol to Wexford**. Fare: 15s.; return 25s.

(18) **Mercambe to Dublin**. *Laird Line*. Mon., Wed., Fri. Fares: 12s. 6d., 4s.; return, 20s., 6s.

(19) **Dover, Southampton, Plymouth to Waterford**. *Clyde Shipping Co.*

(20) **London, Southampton, Plymouth to Cork**. *Cork S.S. Co.*



RAILWAY STATIONS.

Amiens Street	B 6
Broadstone	B 4
Harcourt Street	F 5
King's Bridge	C 3
North Wall	C 7
Tara Street	C 6
Westland Row	C 6

HOTELS.

Angel	C 4
Central	C 5
Edinburgh	D 5
Gresham	B 6
Grosvenor	C 6
Hammam	B 6
Hibernian	D 6
Imperial	B 6
Jury's	C 5
Maple's	D 6
Metropole	C 5
Nassau (Temp.)	C 6
North-Western	C 7
Power's Royal	D 6
Russell's (Temp.)	D 5
Shelbourne	D 6
Standard (Temp.)	D 5
Wicklow	C 5

PUBLIC BUILDINGS, ETC.

Bank of Ireland	C 6
Castle	C 5
Christchurch Cathedral	C 5
Custom House	C 6
Four Courts	C 6
Guinness Brewery	C 4
Kilmainham Hospital	C 3
Mansion House	D 6
National Gallery	D 6
" Library	D 6
" Museum	B 6
Nelson's Pillar	C 6
O'Connell Statue	C 6
Post Office	B 6
R.C. Cathedral	B 6
Rotunda	B 5
Royal Hibernian	C 6
Academy	D 6
Royal Irish Academy	D 6
St. Michael's Church	D 4
St. Patrick's Cathedral	D 5
Trinity College	C 6
Wellington Testimonial	C 2
Wolfe Tone Memorial	D 5

THEATRES.

Gaiety	I
Empire	I
Queen's	I
Royal	I

Dublin.

RAILWAY STATIONS (Distances given are reckoned from Nelson's Pillar in the centre of Sackville Street):—

Amiens St. (*Gt. Northern*, $\frac{1}{2}$ m.) for Drogheda, Belfast, Londonderry, Donegal, &c.

Broadstone (*Midland Gt. Western*, 1 m.) for Sligo, Westport, Achill, Galway, Connemara, &c.

Kingsbridge (*Gt. Southern & Western*, $1\frac{1}{2}$ m.) for Cork, Limerick, Waterford, Killarney, &c.

Westland Row (*Dublin, Wicklow & Wexford*, $\frac{3}{4}$ m.) for Kingstown and Bray.

Harcourt St. (*Dublin, Wicklow, & Wexford*, $1\frac{1}{2}$ m.) for Bray, Wicklow, &c.

Tara St. (*Joint Gt. Northern and D.W. & W.*, short $\frac{1}{2}$ m.) local service between Amiens St. and Bray.

North Wall, at *Steamer Quay*, connecting with Amiens St., Broadstone and Kingsbridge, but not with Harcourt St.

HOTELS: (see plan)—**L. At Stations**:—*North Western*, belonging to railway company, at North Wall Station, a small first-class house (bed and att., 4s.; bkft., 2s. 6d.); *Grosvenor*, opposite Westland Row Station (bed and att., 3s. 6d.; bkft., 2s. 6d.).

2. S. of Liffey:—*Shelbourne*, finely situated on N. side of St. Stephen's Green. first-class (B. & A. from 4s. 6d.; t.-d'h., 5s.); *Maple's*, 25—28, Kildarest.; *Hibernian*, 48, Dawson-st.; *Power's Royal*, Kildarest.; *Nassau* (Temp.), 12, Nassau-st.; *St. Stephen's Park* (*Russell's Temp.*, C.T.), 102, 103, St. Stephen's Green. All these are good, quietly situated houses. *Russell's*, Warren's, Molesworth Street; *Standard*, Harcourt-st. (quiet private houses).

Jury's, 7, College Green; *Central*, South Great George Street. Busy commercial houses.

3. N. of Liffey:—*Hotel Métropole* (C.T.; B. & A. from 4s. 6d.; t.-d'h., 5s.; first-class); *Gresham*, Sackville Street (B. & A. from 4s.; t.-d'h., 4s. 6d.).

Hammam, 11—13, Upper Sackville Street; Turkish baths. *Granville*, Sackville Street; *Imperial* (Nationalist house), Lower Sackville Street; *Four Courts* (late *Angel*), Inn's Quay; *Edinburgh Temperance*, 56, Upper Sackville Street.

RESTAURANTS:—*Hotel Métropole*; *Jammet* (late Burlington), 27, St. Andrew St.; *Mitchell's*, 10, Grafton St. (tea); *Dolphin*, Essex St.; *A.L.*, 84, Grafton Street; *Trocadero*, Grafton St.; *Grand*, 8, Lower Sackville St.; *Bodega*, 12, Dame St. (popular); *Larchett's*, 11, Dame St.; *Hyne's*, 55, Dame St.; *D. B. C.*, 7, Lower Sackville St., 33, Dame St., and 4, Stephen's Green; *Harrison & Co.*, 29, Westmoreland St. (lunch, etc.); *Empire*, 29, Nassau St.; *McCaughy* (Vegetarian), College Green; *Café Rest.*, 7, Leinster St. (Temp.).

CARS AND CABS:—

I. Within Boundary (see plan).

<i>By set-down.</i>		<i>By Time.</i>	
From any place to any other without stopping on the way (1 or 2 persons)	6d.	First hour (1 or more persons) 1s. 6d.	
Ditto (3 or 4 persons)	1s.	Each subsequent $\frac{1}{2}$ -hour	6d.
Minimum fare between 10 p.m. and 9 a.m.	1s.	Between 10 p.m. and 9 a.m. first hour	2s.
		Each subsequent $\frac{1}{2}$ -hour	9d.

II. Partly Within and Partly Outside or wholly Outside the Boundary.

<i>By Distance.</i>	per statute mile.	<i>By Time.</i>
For 1 or more persons	6d.	For 1 or more persons, first
Ditto between 10 p.m. and		hour 2s.
9 a.m.	1s.	Each subsequent $\frac{1}{2}$ -hour ... 9d.
Hirer returning at any hour	3d.	

Luggage: (charge covers whole period of hiring) for each article (exclusive of such things as small parcels, umbrella, &c. usually carried in the hand) 2d. Maximum fare per set-down (within municipal boundary) for passengers and luggage, 2s. 6d.

BATHS (Corporation), Tara St. **Turkish Baths**, Lincoln Place; Hammam Hotel; 127, St. Stephen's Green; 11, Leinster-st.

THEATRES, see *plan*.

TRAMCARS: for routes, see *Plan*. Fares 1d. to 3d., according to distance. The chief starting-place is the Nelson Pillar in Sackville St. In connection with the Haddington-road cars, there is a frequent and quick *Electric Tram-service* to *Dalkey* (p. 18) by Blackrock, Monksdown, and Kingsdown.

POST OFFICE (Centre of Sackville Street, West Side. Enquiry Office round the South Corner), open 7 a.m.—9 p.m.; Sundays, 8—10 a.m., Chief desp. abt. 6.30 a.m., 6.40 p.m. (newspapers, 6.25 p.m.) Del., abt. 7 a.m., 5.45 p.m. Sundays, desp., abt. 6.40 p.m.; del., 7 a.m.

TEL. OFFICE, always open. **Tel. Call Offs.:** Commercial Bldgs., Dame-st. (pl. D 8); Crown Alley; Four Courts (C 7); 37, St. Stephen's Green (E 8); 6, Westland Row (D 10), &c.

POPULATION (1901), 375,000. This includes environs.

Dublin is at once the capital and the most interesting city of Ireland. It is situated on the river Liffey, which bisects it from W. to E. into nearly equal parts, and including its docks may be said to be on Dublin Bay, though the sea is $1\frac{1}{2}$ -2 miles distant from the centre of the city. The traveller already familiar with the chief cities of Great Britain will be disappointed if he looks to find anything comparable in beauty with the famous capital of Scotland, though in one respect—the strong contrast between their savoury and unsavoury parts—the two cities are not unlike. The view, on approaching from the channel is, as we have already said, very charming, and Dublin may well be proud of its sea-skirted southern suburbs extending as far as Bray, but its actual site, once in great part a marsh, is almost a dead flat. Its interest for the general tourist is confined to its chief thoroughfares, the principal buildings in them, and the associations of various kinds connected with its history. In commercial importance, and even in population, it has lately been overtaken by Belfast, to which city, however, it is superior in the metropolitan character of its institutions and its public buildings. A splendid sample of the latter is the Museum and National Library in Kildare Street. Dublin, too, is great in statues. In two respects the city will commend itself to the traveller—the compact grouping of its chief objects of interest, and the small cost of car-hire.

For the convenience of the majority of pleasure-travellers who visit Dublin but can only allot a short time to it on their way to one or other of the recognised tourist districts, we limit our main

itinerary of the city to a two-days' round of its principal sights. If a hasty view of these with a glance round three or four interiors be deemed enough, then a good deal may be seen in one day. In that case a car should be hired "by time" (*see p. 3*) and the driver ("jarvy") instructed accordingly. Those whose destination is not County Wicklow we recommend, if possible, to include a run by rail from Westland Row Station either to Killiney (*p. 19*; Killiney Hill, a fine view-point) or Bray (*p. 20*), one of the most beautifully situated seaside places in the United Kingdom.

Just a word of comment on the Plan of Dublin may assist the stranger in finding his way about. The chief points to be noted are that the Liffey cuts the city in half from W. to E., and that the arterial thoroughfare, consisting of Sackville St., O'Connell Bridge, Westmoreland St., Grafton St., the W. side of Stephen's Green and Harcourt St., crosses the river from N. to S. From Trinity College Gateway, College Green and Dame St. lead due W. to Dublin Castle, itself about a furlong E. of Christchurch Cathedral, which in its turn is less than $\frac{1}{2}$ mile due N. of St. Patrick's Cathedral. The way to the Four Courts and the Custom House are obvious from O'Connell Bridge, and Phoenix Park will be reached by continuing past the former of these along the N. side of the Liffey.

It will be convenient to take O'Connell Bridge as the starting-point in our description, and thence to make our first perambulation on the south side of the river.

O'Connell Bridge (known as *Carlisle Bridge* down to 1880, when, after re-building on its present noble lines, its name was altered) is a deservedly famous view-point. It is 51 yards wide.

View. At the N. end of the bridge is the *O'Connell Monument* (*p. 12*), and beyond that stretches *Sackville St.* (*p. 12*) to the *Nelson Pillar* (*p. 13*) and the G.P.O. (*p. 13*). Down-stream the G.N.R. bridge has, since 1880, spoilt the view of the *Custom House* (*p. 13*) with its graceful dome. This railway bridge connects Amiens St. and Westland Row stations. Up-stream, the Liffey, though of insignificant width, is fringed by a continuous line of quays on either bank. The nearest bridge in that direction is variously known as *Wellington* or *Metal Bridge*, an iron structure of a single span, but of little beauty, and disfigured by a huge open-letter advertisement of a quack drink. Above it is *Grattan* (late *Essex*) *Bridge*, with the cupola of the *Four Courts* beyond on the N. and the tower of *Christchurch* on the S. bank. To the left of the latter is seen the spire of *St. Patrick's*. Of the two streets diverging at the S. end of the bridge, the one left is *D'Olier St.*, that on the right *Westmoreland St.* At the end of the latter, right and left respectively, we note the positions of the *Bank of Ireland* (*p. 7*) and *Trinity College* (*below*).

At the S. end of O'Connell Bridge is the *Statue of Wm. Smith O'Brien* (by Farrell), the leader of the "Young Ireland" party. He died 1864 and is buried at Rathronan. Proceeding along Westmoreland St. (with the E. front of the Bank of Ireland on our right) at its S. end, we pass, at the junction of College St., the *Statue of Thomas Moore* (1779-1852), the author of "Irish Melodies." Then on our left, facing College Green, is **Trinity College** (Dublin University), a dignified elevation, 300 ft. long, in the Corinthian style. On pedestals, left and right of the gateway, are the *Statues*

of Edmund Burke (1729-1797) and Oliver Goldsmith (1726-1774), both by Foley. Passing through the gateway (*anyone is free to walk round the College; to view interiors, apply at porter's lodge*) we enter *Parliament Square* (560 ft. by 270 ft.), so named from having been built from funds voted by the Irish Parliament. On the left is the *Chapel* (80 ft. by 36 ft.), whose services are open to the public (8 and 5; Sun., 9.45 and 5). Next, on the same side, is the *Dining Hall* (70 ft. by 35 ft.), approached by a wide flight of steps. Among other portraits observe:—Henry Grattan (1750-1820), Henry Flood (1732-1791), and Provost Baldwin, who, on his death in 1758, left £80,000 to the College. Opposite the Chapel is the *Examination Theatre*, which contains Baldwin's monument, by Hewitson, and portraits of Queen Elizabeth, Dean Swift (1667-1745), Bp. Berkeley (1684-1753), and Burke (1729-1797). Here too is a chandelier from the old House of Commons (Bank of Ireland, p. 7).

The *Library* (weekdays, 10 a.m. to 4 p.m.) further on, is worthy of the University. It had its origin in £1,800 subscribed by the English army, under Carew, after their defeat of the Spaniards and Irish at Kinsale, in 1601. James, afterwards Abp., Ussher, was one of those who superintended the original purchases, and his own great collections were acquired for the college after his death. The library receives a copy of all books published in the United Kingdom, and now contains about 300,000 printed vols. Here, too, is the *Fagel Library* (the "learned dust of the Fagel"—*C. O'Malley*) collected by Grand Pensionary Fagel (1629-1688) and purchased for £10,000. The MSS. Room (*special permission required*) contains among other treasures: the "Book of Kells," the "Book of Durrow," the "Book of Armagh," a celebrated palimpsest of St. Matthew, and many valuable MSS. in the Irish language, of which the most noteworthy is the "Book of Leinster." An ancient Irish *Harp*, traditionally known as the Harp of Brian Borumha, king of Ireland, who fell at Clontarf, 1014, is also now in the Library. The traditional safety of the realm in those days is the subject of Moore's "Rich and rare were the gems she wore."

The *Bell Tower* in this quadrangle was erected in 1853 to the memory of Provost Baldwin, by Abp. Beresford. Around the cupola are Law, Physic, Divinity, and Science. The N. quadrangle is commonly known as Botany Bay.

In the New Quadrangle are the very handsome *Geological Museum* and the *Engineering School*, and in the opposite corner the venerable little *University Printing Press*. Passing into the College Park, which is delightful and forms the recreation ground of the students, we notice the little Athletic Pavilion, and almost behind that the *Medical School* (second in its equipment, &c., only to Vienna). To the left of the Medical School is the *Museum* (weekdays 10-4, except Saturday 10-1), which has a considerable collection of skulls in the entrance hall, and in the main building besides animals and skeletons, a good collection of

birds, strong in Irish species. *The Magnetic Observatory* is in the Fellows' Garden, on the S. of the Library.

The University was founded in 1591, was opened for students in 1593, and is the worthiest memorial of the famous Ussher, later on Abp. of Armagh, to whose exertions it was mainly due. The site of the College formerly formed part of the monastery of All Saints, but the present buildings are all of comparatively modern date. The present Library was begun in 1709 and finished in 1732. Down to 1792 Roman Catholics could not proceed to degrees, and it was only in 1873 that religious tests were wholly removed and the endowments of the University thrown open to all, irrespective of creed.

In the centre of **College Green** (a tram-car focus, see p. 4) is the fine *Statue of Grattan* (1750-1820), by Foley, and beyond it, towards Dame St., the equestrian *Statue of William III.* (rest. 1890). Opposite the former is the old *Parliament House*, now the **Bank of Ireland**. It has three fronts, viz. the S., or principal front, in College Green, E. in Westmoreland St., and W. in Foster Place. The first of these consists of a recessed square, surrounded by a colonnade, and having a projecting central portico of 4 columns, surmounted by Hibernia, with Fidelity and Commerce on either side. The wings which form the sides of the square have each a fine arch at their S. end, and then sweep round in a curve to the E. (with Liberty, Justice, and Fortitude) and W. porticoes, respectively. The building was begun in 1729 with the main front. The E. front was added somewhat later, and the W. front was not completed till abt. 1790. (*To view the interior apply to one of the bank-porters in the central vestibule; an order from the Secy. is required to see the bank-note printing.*) The old House of Commons was in the centre of the building, where the Board Room and Accountants' office now are. The present Cash Office was built by the Bank on the site of the old Court of Requests. The House of Lords is little altered, except that a statue of George III., by Bacon, occupies the position of the Throne. Two pieces of tapestry: "Siege of Derry" and "Battle of the Boyne," and the handsome chimney-pieces should be noticed.

The Bank holds the premises under a perpetual lease, without any quit-rent.

The Bill for the legislative Union of Great Britain and Ireland was introduced into the Irish House of Commons, May 25. It was passed, and the Irish Parliament met for the last time on June 7, 1800. A considerable sum was expended as compensation to tradesmen, &c., for the loss the removal of the Parliament would entail.

Returning to College Green, the visitor who is pressed for time can at once proceed E. by Dame St. to Dublin Castle (p. 9) and Christchurch Cathedral (p. 10). Before proceeding in that direction we shall make a circuit to the S., and begin with *Grafton St.*, which is in a line with the main front of Trinity College. It is a busy and picturesque thoroughfare, rather lacking in breadth, but with shops as good as any in the city, and leads to the N.W. corner of **Stephen's Green**, the largest of the Dublin squares, with a really beautiful pleasure-ground of 33 acres, laid

out at the cost of Lord Ardilaun (Sir Arthur E. Guinness). In the centre is a poor statue of George II.; on the N. side one of Lord Eglinton and Winton (Lt.-Lieut., 1852 and 1858); and, on the west side, opposite York St., one of Lord Ardilaun, by Thos. Farrell, R.H.A., 1891. The rockeries, cascades, &c., are tastefully arranged and look as natural as art can make them. Following the W. side of the Green, at the corner of York St. we come to the *Royal College of Surgeons*, a handsome building with a *Museum* (closed during August and September).

The collections are, of course, chiefly of professional interest, but three items may be named:—a Peruvian mummy, a model in wax of the human body made to take to pieces, and a monkey riding a greyhound.

By keeping straight on at the S.W. corner of the Green, we should reach the *Harcourt St. Station* (Wicklow Line), $\frac{1}{4}$ m. distant.

Turning along the S. side of the Green we pass the *Wesley College* and the *Catholic University*, and then in about 350 yards along the E. side, *St. Vincent's Hospital* and the *Royal College of Science*, with a *Mineralogical Museum* (weekdays, 10-4). On the N. side of the Green is the *Shelbourne Hotel* (at the corner of Kildare St.) and No. 16 is the "Palace" of the (Church of Ireland) Abp. of Dublin; 17, the *University Club*; 8 and 9 are also clubs.

At the N.E. corner of the Green is Merrion Row, and a short distance E. we turn to the left into Upper Merrion St., where at No. 24, formerly known as *Mornington House*, and now the offices of the Irish Land Commission, the Duke of Wellington was born in 1769. Just beyond are Merrion Square and Leinster Lawn (statue of the late Prince Consort in centre) with the **National Gallery** (free on M., Tu., W., Sat., 12-6 or dusk; Th. and Fri., 10-4, 6d.; the last two are students' days), opened 1864, on N. side of *Leinster Lawn*. In front of it is the Statue of *William Dargan*, the promoter of the Dublin Exhib. of 1853. The collection includes works on loan from the London National Gallery. The ground-floor room is handsome and devoted to statuary. Above is the picture gallery, which, considering the short time it has been instituted, and the small amount (£2,500 per ann.) of the Government grant, has made good progress. The building on the S. side of the Lawn is the *Natural History Dept.* of the Science and Art Museum (*see p. 9*).

From the N.W. corner of Merrion Square we turn left along Clare St. and Leinster St. to the *Kildare St. Club* at the corner of Kildare St. This club is the most famous in Dublin, the next in esteem being *Stephen's Green Club* (Liberal). In Kildare St., just beyond the Club and on the same side, is the *College of Physicians*, and beyond it the stately **Dublin Museum of Science and Art** (*Art and Industrial Depts.*), a splendid frontage of about 150 by 70 yards (*both depts.* free from 11-5 or dusk; 2-5 alternate Sundays; *Art Dept.* till 9 p.m. Tu.; *Natural History Dept.* till 9 p.m. Thurs. **Library**, 10-10 week-days; *Temp. Ref.-rm.*, in N. wing, next to Library. *General Guide*, sold at door, 1d.). The Royal Dublin Society, founded in 1731, for the

advancement of Agriculture, Manufactures, &c., in 1815 purchased the town-house of the Dukes of Leinster, on each side of which the New Buildings have been erected. In the old *Board Room* of old *Leinster House* is the *chair* from the Irish House of Commons.

The Dublin Society has a fine show-ground at Balls Bridge, where Spring Cattle Shows and a great Horse Show (in August) are held.

This Museum is one of the finest and most interesting in the kingdom, and should be visited.

The **Rotunda**, through which we enter, contains casts of Greek sculpture. In the *Central Court* are (left) casts of the grand old Irish Crosses, also of the Gosforth Cross in Cumberland; (right) copies of post-Renaissance (15th and 16th cents.) Works—Italian and French, etc., etc. In the other **Ground-floor** rooms is a very large and varied collection of art specimens of all ages and countries, ranging from those of savage and prehistoric peoples down to the piano of Thomas Moore. **Upstairs** may be seen the finest exhibition of *Ancient Celtic Gold* in the world, and perhaps a no less remarkable one of the *Early Christian Art* work of Ireland. Amongst the rarest objects to be found here are the *Ardagh Chalice*, a cup of white metal ornamented with gold and enamel; the *Cross of Cong*, of wood plated with bronze richly gilt and ornamented with gold and enamel. Under the central boss was supposed to be a fragment of the true Cross. This precious relic of Irish workmanship was made at Roscommon about 1120. A yet older and more interesting object is *St. Patrick's bell*, of quadrangular form, of thick sheet iron, 6 in. high, 5 in. by 4 in. at the mouth and diminishing upwards, with a loop at the top for the hand. It was given to the church of Armagh by St. Columba, and the exquisite *case* made for it, between 1091—1105, is preserved with it. A *MS. of the Gospels*, said to have belonged to St. Patrick, a Latin *Psalter of St. Columba's*, and the celebrated *Book of Ballymote*, are also shown. Among old-world remains are the skeletons, &c., found in the Phoenix Park Cromlech (p. 14). In the **Moore Library** of this Academy (19 Dawson St.) is *Moore's Harp*. The **Natural History** department is on both the ground floor and upper floor; it may be also entered from Merrion Square.

We may now proceed by *Molesworth St.* into *Dawson St.*, and turn to the left past *St. Ann's Church*, where Mrs. Hemans, the poetess, who died at No. 20, and Cæsar Otway are buried, to the **Royal Irish Academy** (free; week-days, 12–4, and sometimes in the evening). This Institution, which is not to be confounded with the *Royal Hibernian Academy* in Lower Abbey St., used to contain the collection of Irish antiquities, now in the Kildare St. Museums.

On the same side of Dawson St., towards Stephen's Green, is the *Mansion House*, which has few claims on our attention.

Making our way back to College Green and along *Dame St.*, we now reach Cork Hill and the main entrance of **Dublin Castle** (to see the *State Apartments*, &c., apply to the porter), the official residence of the Lord Lieutenant, but only used by him on state occasions. It was originally built at the beginning of the 13th cent., as part of the defences of Dublin, and is now a gloomy building of two Yards, with little suggestion of a Castle about it. The court we first enter is called *Upper Castle Yard*, 280 by 130 ft., and opposite, on S. side, are the Viceregal State Apartments, of which the chief are *St. Patrick's Hall* (ball-room) with the three panels of its painted ceiling showing:—George III., supported by

Liberty and Justice; St. Patrick preaching, and Henry II. receiving the homage of the Irish chiefs at Waterford, 1171; the *Presence Chamber*, handsomely decorated, and the *Council Chamber*, with portraits of the Lords-Lieutenant since the Union.

The rest of this court is occupied by official residences, &c. Passing through an archway we descend to Lower Castle Yard, where the things to be noted are the *Round* (or *Birmingham*) *Tower*, which has been rebuilt, and long been the Record Office, and the **Chapel Royal** (Sun. service, 11.30 a.m.), externally a rather stiff piece of Gothic of six bays, and built at a cost of £42,000 between 1807-1814. The interior is architecturally of very moderate interest, but viewed as a whole the effect is fairly rich and pleasing. The E. window represents Christ before Pilate, and was the gift of Earl Whitworth, who was Lord-Lieut. when the Chapel was being completed.

Returning to Cork Hill we turn left along Castle St. to **Christ-church Cathedral** (services: weekdays, 11.15 and 3; Sundays, 11.15 and 3.30).

The site is said to have been the centre of the Celtic dun or hill-fort, which in the earliest times here commanded the passage of the Liffey; and the discovery from time to time of many ancient remains shows that the spot was inhabited at a very remote period. The original church is attributed to the Danish king Sitric and Abp. Donatus about 1038, but probably there is nothing now existing earlier than the time of Earl Strongbow and Abp. Laurence O'Toole, by whom the original or a later church was finished about 1170. Of that building, however, we know that a very large part had disappeared by the middle of the 16th century, and from then down to about 1830 neglect and injudicious repairs had done their worst. In 1830—34 more or less extensive restoration took place, but only to be followed by a further period of neglect, and at the time of the disestablishment of the Irish Church in 1869 things were at so low an ebb that it was seriously contemplated to hand over the building to the Roman Catholics. In 1871, however, Mr. H. Roe, the whisky distiller, came to the rescue and undertook the works pronounced necessary by the late Mr. Street, which were estimated to cost £16,000. From that sprung an outlay which eventually reached £185,000 for the cathedral, £15,000 for the adjoining synod-house, and £22,000 endowment, all provided by the same donor, who unhappily proved to have overtaxed his means.

This is slightly the older of the two cathedrals of Dublin, but is now practically a new church, though more on the original lines than before Mr. Street took it in hand. The style for the most part is E. English, but there is a good deal of transitional Norman work.

The exterior is now well seen, the old houses that formerly hemmed it in having been removed, and the visitor should not omit to view the N. side, including the projecting Baptistery. The nave is of 6 bays with aisles, and from the central tower extends a short transept. The E. end of the church has been rebuilt in accordance with the indications of the original plan shown by the crypt, and now consists of a short choir with apse, around which runs a Procession Path, or Ambulatory. Beyond this is a small Chapel, and another and larger one beyond that.

The general effect of the restoration is distinctly rich, though perhaps somewhat heavy, and there is a sense of spic-and-span

newness about the whole that detracts from its interest. That the new work is a faithful reproduction on old lines, the architect's repute sufficiently guarantees, and it must be remembered that a mere repair of what existed of old work in 1871 would have resulted in a very unsatisfactory church. The rich pavements are copies of old tiles, and much of the new glass is pleasant in tone. The old glass, however, necessitates the use of gas in broad daylight. The old tiles are to be seen in St. Laud's Chapel, S.E. of the choir. The old Lady Chapel, N.E. of the choir, has given place to a Choir School.

Of *tombs* there are few which call for detailed notice. The so-called Strongbow tomb bears the arms of Fitzosbert, but the truncated figure adjoining is possibly Strongbow's son. Strongbow's wife's and O'Toole's tomb are in the O'Toole chapel. There is a fine brass to Abp. Trench (d. 1886) on the N. side of the Sanctuary.

The *crypt* should be visited. In it will be seen statues of Charles II. and James, Duke of York, removed from the now destroyed Tholsel in Skinner's Row. There are also a desiccated cat and mouse which witness to the preservative character of the limestone (*cf.* St. Michan's Church, *p.* 13 note), and many beautiful and interesting modern monuments removed there at the Restoration.

At the W. of the Cathedral, connected with it by a bridge-gallery, is the *Synod Hall* of the Church of Ireland.

About $\frac{1}{4}$ m. W. from Christchurch, in Thomas St., is *St. Augustine's Church*; in some ways this is the finest modern church in Dublin. It is well worth a visit. Note the right-hand chapel of "The Mother of Good Counsel." Near this church Robert Emmett was executed Sept. 20, 1803, and the spot ever since has been one of the sacred places of the Nationalists.

From the S.E. of Christchurch Place, the dingy Nicholas St. (wherein the vendors of "old clo" and kindred commodities expose their wares on the pavements) and St. Patrick St. lead direct to St. Patrick's Cathedral, which is about 8 min. walk from Christchurch Cathedral.

St. Patrick's Cathedral (*services: weekdays, 10 and 4; Sundays, 11.15 and 3.15*).

St. Patrick (d. abt. 493) himself is said to have founded a church on this site, and his Well was discovered during the restoration in 1860—63, and afterwards covered up. The existing church, originally collegiate, dates from 1190, when it was built by Abp. Comyn. It was made a Cathedral in 1213. Abp. Minot added the steeple in 1370, and rebuilt the parts of the church that had been burnt in 1362. In 1492 it was the scene of a reconciliation under difficulties between the Earls of Kildare and Ormonde, and the old door of the chapter-house, with the hole cut in it, through which they shook hands, is still preserved. Cromwell and James II. are both credited with turning the church into a barrack. The modern restoration, costing £140,000, was the work of the late Sir Benj. Lee Guinness, Bart.

Those who visit St. Patrick's, as we suggest, next after Christchurch, will at first be struck by its comparative coldness of tone, but that feeling will quickly give place to admiration for the chaste beauty of the building, and the visitor who cannot spare time to see both churches, should certainly give this one the preference.

The ground-plan is cruciform, and consists of Nave, Transept, Choir and eastern Lady Chapel, all of them with aisles. At the

N.W. corner of the nave is the steeple, which, carries a poor spire added in the 18th cent. The dimensions of the church are:—Total length, 300 ft.; transept, 157 ft.; breadth of nave, with aisles 67 ft. The prevailing style is Early Pointed.

Several *Monuments* call for mention. Just by the S. porch, on the right, are tablets to *Dean Swift* (d. 1745) and *Hester Johnson*, "*Stella*," (d. 1728). Both epitaphs are by Swift, and his grave, "*ubi sæva indignatio ulterius cor lacerare nequit*," is in the nave close by. The bust of *Lecky*, the historian, is by *Boehm*. At the S.W. corner of the nave is a stupendous *Boyle monument*, erected by the "great" Earl of Cork to the memory of his countess (d. 1629).

At the W. end of the N. aisle of the nave is the bust of *Curran* (buried at Glasnevin, p. 15), and, close by, the statue of *Capt. Boyd*, R.N., of the *Ajax*, who was drowned at Kingstown whilst endeavouring to rescue a shipwrecked crew, Feb. 9th, 1861. *Carolan*, the last of the bards, is commemorated by a bas-relief by *Hogan*; the celebrated *Lady Morgan* left £100 for this purpose. Proceeding to the end of the N. transept we find two monuments to the 18th *Royal Irish* regiment, and, to the right, Swift's monument to *Schomberg*, who fell at the battle of the Boyne. Crossing to the S. transept we find one to *Abp. Whateley* (d. 1863), and, to the right of it, at the S.W. corner a tablet to Swift's servant, *Alex. McGee*. Towards the E. end of the S. aisle of the choir is the memorial to the *Rev. Charles Wolfe* (d. 1823), the author of "*The Burial of Sir John Moore*."

The banners of the Knights of the Order of St. Patrick hang in the Choir.

The *Lady Chapel* at the east end of the Church is a very graceful building.

If from St. Patrick's Cathedral we proceed by Canon St., on its N. side, and then turn left along Bride St. to Werburgh St., we shall find *St. Werburgh's Church*, where Lord Edw. Fitzgerald is buried. Swift was born in Hoey's Court, off Werburgh St., but the house has long been demolished.

Guinness' Brewery (order required from the office within the gateway) is on the left, at the W. end of Thomas St., and abt. $\frac{3}{4}$ mile W. of Christchurch. It is of course chiefly interesting on account of the vast scale of its operations.

The **Royal Hospital of Kilmainham** is abt. $\frac{3}{4}$ mile W. of the brewery. It was founded in 1174 for Knights Templars, but the present buildings were erected in the reign of Charles II., when it was constituted a kind of Chelsea Hospital for decayed soldiers. The principal things to be seen are the Dining Hall, with many portraits, and the Chapel. *Kilmainham Gaol* is $\frac{1}{2}$ mile W. of the Hospital.

We now suppose the traveller to have completed his first day's round and to return by the quays on the S. side of the Liffey.

North Side of the River.

At the S. end of **Sackville St.** (the finest street in Dublin, and of unusual width), by O'Connell Bridge, is the *O'Connell Monument*, designed by Foley, and completed (1882) after his death by Brock. The bronze statue of the "Liberator" is fine. Proceeding up the street (at No. 7, right hand side, Shelley lived for a short time, in 1812) we come to the **General Post Office**, on the left, and just beyond it is the **Nelson Pillar**, 134 ft. high, including the statue. It can be ascended (charge 3d.), and from the gallery the whole of Dublin is in sight. The Pillar is the chief tramway focus (*see p. 4*). [Earl St., the street on the E. side, leads into Marlborough St., where a short distance to the left are the *R.C. pro-Cathedral* (heavy classical in style and likely to be mistaken for a municipal office), and opposite it the *Offices and Model Schools* of the *National Board of Education*.] A little further up Sackville St. is a monument to Father Theobald Mathew, the enthusiastic but unfortunate "Apostle of Temperance" (d. 1856). At the far end of the street are **Rutland Square** and the **Rotunda**, containing halls and public rooms. On the N. side of the Square is *Claremont House*, now the Government Offices of the Registrar General, Census Offices, &c. Adjoining it is the handsome *Lying-in Hospital* by Cassels. Both were built about 1750-7. A modern Presbyterian Church here shows a striking façade.

Other interesting buildings (Plan E 10) beyond this are *Powerscourt House*, in William St., and *Albrough House*, now a Government Barrack.

The **Custom House**, reached by Eden Quay, from the S. end of Sackville St., is one of the finest buildings in the city, and was erected 1781-91, at a cost of £400,000. The river-front is 375 ft. long, and the portico is surmounted by statues of Industry, Commerce, Plenty and Navigation, by Sir Jos. Banks. Over the portico, on the N. side, are statues of Europe, Asia, Africa and America, while on the summit of the graceful dome stands Hope.

Following the line of quays westward from Sackville St., we pass successively *Metal Br.* (horribly disfigured by an Advertisement), *Grattan Br.* and *Richmond Br.*, and arrive at the **Four Courts**, another of the stately edifices built at the close of the 18th cent., at a cost of £200,000. The front measures 450 ft., and has a central portico with a colossal statue of Moses in the centre above it. Over the main portion of the building rises a cupola, supported on columns. Within is a fine central hall, with statues of legal celebrities, and from this open the courts. The Vice-Chancellor's Court was destroyed by fire, Feb. 1887.

The next bridge is *Whitworth Br.*,* and beyond it is Arran Quay,

* Hence, by turning N. up Church St., we should reach **St. Michan's Church**, the tower of which has the stepped battlements that are almost confined to Ireland. The vaults beneath the church have the property of preserving bodies from decay. Dr. Lucas, a "patriot," is buried here, and some say Robert Emmett, but this is doubtful.

where, at No. 33, Edmund Burke is said to have been born. Then we pass *Queen's Br.*, *Victoria Br.* and *Kingsbridge* (the G. S. & W. R. Station is across this last), and reach *Park Gate* (Lucan steam-trams from here), the entrance to **Phoenix Park**, where, if hitherto on foot, it may be well to take a car and drive through and around the Park.

Phoenix is said to be a corruption of Fionn-uisge (pron. *finnis-ké* = clear water), and to refer to a chalybeate spring near the main entrance to the Viceregal Lodge. *Uisge*, whence whisky, means *water*.

The park formed part of the estates of Kilmainham Priory—founded for Knights Templars, 1174; given to Knights of St. John, 1312. At the Dissolution it passed to the Crown. Lord Chesterfield, of the *Letters*, who was Lord-Lieutenant in 1745, did a good deal of planting, and opened it as a public park. Including the grounds attached to the Viceroy's Lodge, the Chief Secretary's Lodge, and the Hibernian School, it contains about 1,750 acres and, from the Park Gate entrance to Castleknock Gate, is a trifle over 2 miles long. As a whole it is not remarkable for beauty, and a large part has rather a waste and neglected appearance.

Entering at Park Gate, the *Royal Military Infirmary* is a short distance on the right, adjoining the *People's Garden*, a prettily laid-out pleasure ground. On the opposite side rises the *Wellington Testimonial*, 205 ft. high. Further on, on the right, are the **Zoological Gardens** (weekdays, 1s., 9 a.m. to sunset; Sat., 6d.; Sundays, 2d., 12 noon to sunset) with a fair collection of animals, &c. About a mile from Park Gate we are opposite the **Viceregal Lodge**, a long, plain building. Opposite its front, between the fine *Statue of Gough* (by Foley) and the *Phoenix pillar*, is the spot where Mr. Burke and Lord Fred. Cavendish were murdered, May 6, 1882. The *Chief Secretary's Lodge* is further on, to the left of the main road, and the *Under Secretary's Lodge* somewhat further still, on the right. At the Phoenix Pillar we may turn to the S., towards the *Hibernian School* for soldiers' children. Here, in "the Fifteen Acres," was the famous duelling-ground where, for instance, Grattan "met" Corry, Chancellor of the Exchequer, Feb. 18, 1800. On a mound at the back of a cottage near the Chapelized Gate is the **Cromlech**, discovered intact in 1838; see *Science and Art Museum*, p. 9. The prettiest part of the Park is, we think, between the Chapelized Gate and the Knockmaroon Gate. The famous *Strawberry beds* are on the N. bank of the Liffey, beyond the latter. The Lucan steam-trams can be used to return to Park Gate, whence ordinary tram-cars ply eastward on the south bank of the Liffey. The cars from Park Gate, along the Circular Road to Phibsborough Road and thence by the Glasnevin cars, afford an easy route to *Glasnevin Cemetery* and the *Botanic Gardens*. The Glasnevin cars start from the Nelson Pillar. **Glasnevin Cemetery**, opened in 1832, chiefly by the exertions of O'Connell, is classic ground to more than Irishmen. Entering by the new entrance from Finglas Road, we are close to O'Connell's Monument, a round tower 150 ft.

high, but of infelicitous proportions. The "Liberator" died at Genoa, on his way to Rome, May 15th, 1847, and in the following August his remains were temporarily deposited in a vault (old O'Connell circle) on the N. side of the cemetery; "my heart to Rome, my body to Ireland, my soul to Heaven." The body was translated to the crypt beneath the tower in May, 1869, but Dr. Petrie's design, which included a small building (like St. Kevin's kitchen at Glendalough) and a memorial cross, has not been carried out. In the circle around the tower are other tombs, but the most visited for many years next to O'Connell's Memorial was the Cross to the three Manchester "Martyrs," executed for the murder of Brett, the Manchester policeman, in 1867. This is just E. of the tower, and following the path we come to the burial-places of the Jesuits, Carmelites and Infirmarian Nuns. Behind the last two is the Christian Brothers' burial-place, while at the S. corner, opposite the first, is the grave of Anne Devlin, whose faithful service to the "traitor," Robt. Emmett, is her claim to notice. *J. C. Mangan*, the poet, lies just west of the old mortuary chapel circle; *Curran* (d. 1817 in London; translated 1837) near the old entrance; *Hogan*, Ireland's greatest sculptor, on the E. of the old O'Connell circle. *O'Donnell*, who murdered Carey the informer, is of course commemorated, and *C. S. Parnell's* grave was for a time a Nationalist cynosure.

The **Royal Botanic Gardens** (free weekdays, 10-6, or dusk. Conservatories:—11 to an hour before close of gardens. Sundays:—gardens and conservatories open 2-6, or dusk). The site of the Gardens belonged to Thomas Tickell, poet and friend of Addison. One of the walks, "Addison's walk," is said to have been planted by Tickell, who here wrote his ballad "Colin and Lucy." The stream through the gardens is the Tolka.

The village of *Glasnevin*, which is just N. of the Gardens, and *Finglas*, abt. 2 miles N.W., are associated with some famous names in literature. Dr. Delany lived at Delville, across the river; Hampstead House, beyond Glasnevin on the right, was for a time the residence of poor Dick Steele; Parnell, the poet, was incumbent of Finglas. Swift and "Stella" were the frequent guests of Mrs. Delany.

In returning by tram-car to Sackville St., we pass close to *Mater Misericordiæ Hospital*, with *St. Joseph's Church* close by. When the route crosses *Dorset St.*, we are not far from the spot where R. B. Sheridan was born, 1751. The house is (on the E. side) 12, *Upper Dorset St.*

Dublin to Blessington, 17, and Pollaphuca, 21½ m.; p. 50. The Dublin and Blessington steam-tramway runs about 6 times a day each way. For particulars of times and fares, see the time tables of the Company (office: 62, Dawson St.). The route from Nelson Pillar (Sackville St.) is by the Rathmines tram cars to Tèreunure, 35 min. Thence by steam tram in about 1½ hrs. to **Blessington** (*Wallace's Hotel*). An hotel has been opened at *Pollaphuca Falls*. This bit of the Liffey where it dashes and tumbles prettily over several falls is well worth seeing. From Pollaphuca to Harristown Sta. (9 m.; p. 50) is 6s. for 1 or 2 persons.

Dublin to Leixlip, see Dublin to Westport section.

Howth.

(Pron. to rhyme with *loathe*.)

8 m.; about 20 trains a day, 12 on Sunday, from Amiens St. (G.N.R.). Circular Ticket, including Coach round the Drive several times a day, 2s. 6d., 2s. 3d., 2s.

From **Sutton** Station, nearly 2 miles short of Howth, *Electric Trams* run to **Howth Summit** (*Ref.-rm.*) every quarter-hour from about 1.15 (*Sun.*, 11.15) to 7.45. Ret. Fares from Amiens-st.: 1s. 6d., 1s. 2d., 1s. At Sutton is the "Golfers' Hotel," in the hands of the Great Northern Co.

The motive for this excursion is the splendid view from the Hill of Howth, which rises to a height of 560 feet from the north shore of Dublin Bay and is connected with the mainland by a low isthmus.

The route, which branches from the main (Belfast) line at *Junction* (4½ m.), calls for no description, nor does **Howth** (Hotels: *Claremont*, a high-class house, with bathing, close to station; *St. Lawrence*), except to say that it has an old abbey, and a harbour of more than 50 acres, made at a cost of £300,000, with a view to occupying the position now held by Kingstown as a packet station, but at present only used by small craft, chiefly fishing-boats. On the east pierhead is a lighthouse.

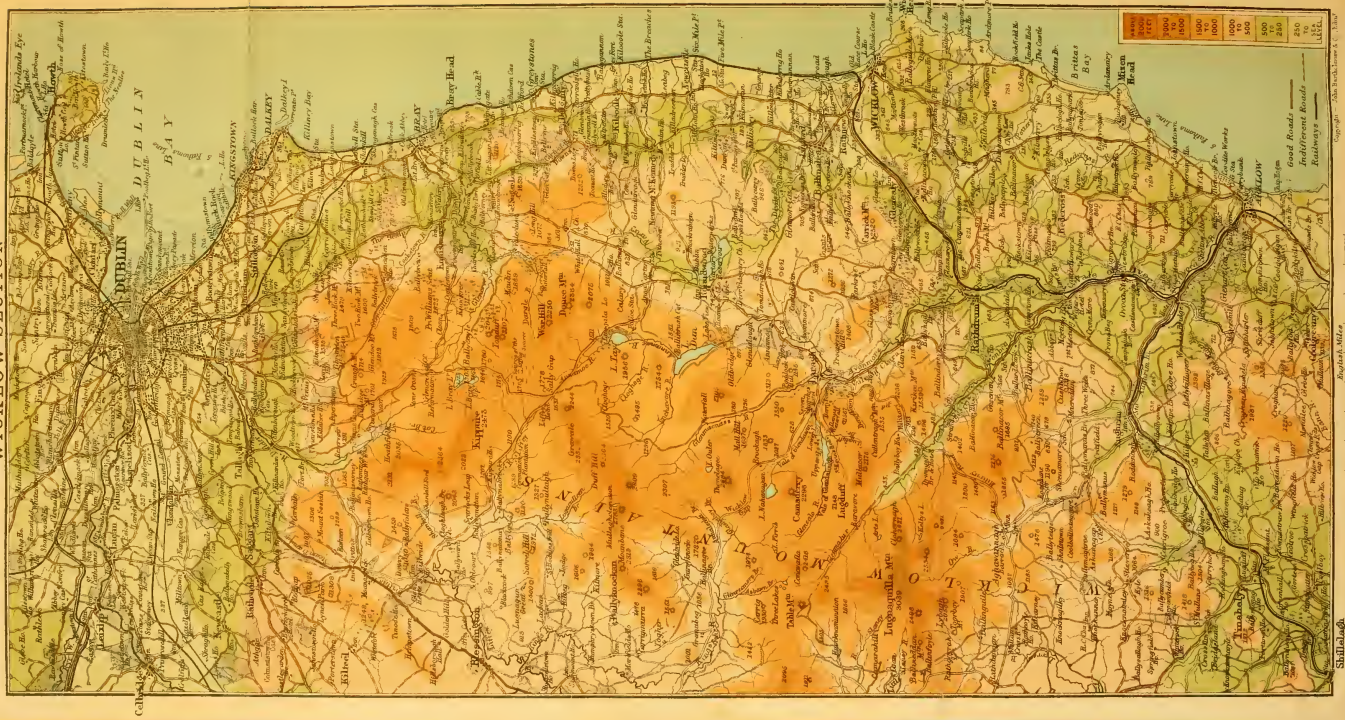
Howth Abbey stands on an eminence in the upper part of the town, to the right of the route by which we ascend to the hill. It dates from the 13th century, and is an oblong, roofless building with a *Nave* and, separated from it by six Pointed arches of unequal height, a single *Aisle*. One wall of the tower, pierced by three windows, is standing, and underneath it is a round-headed doorway. The *E. window* is complete in its framework and mullions; beside it is a round-headed one, and in the nave, close by, is the *altar-tomb* of an Earl of Howth (d. 1580). The churchyard is surrounded by a wall with stepped battlements, and the steps over the gateway of the Porch on the S. side are remarkable.

Howth Castle (*grounds open on Saturdays, 2 to 7 p.m.*) is west of the town, ¼ m. beyond the station. The house, the seat of the Earl of Howth, is a mixture of styles, having been frequently altered and added to. Visitors may walk through the grounds—the beech avenues are beautiful—to the hills behind, which form the highest part of the promontory and command a splendid view.

Walk round, etc. Cars meet certain trains (especially on Sunday), and for 4d. take visitors to the high ground in the centre of the promontory, whence it is a delightful hour's walk by a path round the eastern side, high up above the sea. The most striking object is the **Bailey Lighthouse** on a rocky site at the S.E. corner. It was erected in 1814, and in its surroundings may remind the visitor of the South Stack near Holyhead.

The *view* from our path extends over Dublin and Dublin Bay down the Wicklow coast, Dalkey, Killiney Hill and the Sugarloaf, with other less interesting heights to the right of it, being conspicuous. Close at hand is the rocky Ireland's Eye, and, further away, Lambay, with the Carlingford and Mourne Mountains in the extreme north, Slieve Donard amongst them. Doubling round, we return to the station through the east part of the town.

WICKLOW SECTION



COUNTY WICKLOW.

Cyclists will not find many roads to their liking in this county. On the east there is fairly good wheeling from Bray to Rathdrum, either by Roundwood or Rathnew, and thence to Wooden Bridge. From Wooden Bridge there are good roads to Arklow; to Shillelagh; and, up Glenmalure for 3 m. above Drumgoiff. Then this road crosses the stream and is impractical, except on foot, to Knocknamunnion, in Glen of Imale. On the West the best road is the very straight one between Blessington and Baltinglass. The centre of the county was not made for cyclists.

Many circumstances combine to render Co. Wicklow a favourite holiday playground. It is, as regards its attractive portions, either directly accessible by train or within a reasonable distance by good roads of the railway. The most picturesque parts are also furnished with hotel and inn accommodation, not only distinctly above par for Ireland, but of a quality to satisfy all reasonable people. The distances, moreover, from point to point are comparatively short, so that pedestrian or inexpensive car locomotion is possible. In this it has the advantage over its more beautiful rival, Killarney. In that district there are comparatively few walks of convenient length from inn to inn, and you have either to hire or be prepared for feats of endurance beyond what easy-going folk, who are not athletes, find agreeable.

The **physical features** of the county are simple and strongly marked. Down its centre, from north to south, for a distance of some forty miles, extends a great group of granite mountains, with many summits exceeding 2,000 feet, and whose apex, nearly midway, attains in Lugnaquilla 3,039 feet. The mountains are penetrated by deep and narrow glens, wild and stern for the most part in their upper courses, and richly wooded as they open out, in the clay-slate district, between the mountains and the sea-board. The western area of the county is less picturesque, and is outside the ordinary range of the pleasure-seeker.

For those who like to make excursions from a fixed point there is the choice between beautiful Bray, rapidly growing, Greystones, sequestered Glendalough, or silvan Wooden Bridge, not to mention Newrath Bridge and Ashford. For family headquarters no pleasanter or more prettily situated seaside resort could be desired than Bray, and from it almost everything best worth visiting is within the compass of a day's excursion.

As in Co. Donegal, so here, it is quite possible to have too much of continuous inland scenery. The Wicklow **mountains** fulfil their chief purpose, for the seeker after the picturesque, by enclosing the glens. As climbing ground they are most of them decidedly dull, and only in the case of their outliers (*e.g.* the Great Sugarloaf) do they afford belvederes of much interest or beauty. Seen close at hand they are apt to disappoint expectations formed on observing their purple ranges from the Irish Channel. In outline they are individually bulky rather than graceful, and more markedly sterile than bold in escarpment. The **glens** are as diversified in character as they are numerous. Of wooded and rocky dingles, the Dargle; of glacier-carved ravines, Glenmalure;

of richly-silvan stream-courses, the Ovoca; of wild defiles debouching on an amphitheatre of wooded cliffs, the Devil's Glen, are only examples. You can scarcely find in these islands a happier combination than at Glendalough:—a group of venerable ruins at its entrance; wooded steepes and a tranquil lakelet midway; a sternly guarded, precipice-shadowed tarn at its upper end. Lough Tay under Luggela woods is a gem.

The **seacoast** is for a considerable distance bordered by cliffs, which south of Bray are lofty and deeply ravined, and south of the town of Wicklow, fairly bold, but on the whole the shore-line is not remarkable for beauty, and the places just named are the only ones with any seaside attractions for visitors. For Greystones, see *p.* 27.

The staple occupation of the county is farming (including dairy-farming) and of its half-million acres nearly one-half are in pasture and about one-fifth under tillage. Mountain, bog and waste account for almost all the rest. The mountain sheep are famous for the fine quality of their wool. As compared with the south and west of Ireland, cotter squalor is conspicuous by its absence, and unless you stumble on a Celt from Connaught or Munster you will not find a peasant who can speak Irish.

Unfortunately, Co. Wicklow has one drawback, from the angler's point of view. The fishing might be a good deal better were it not for the lead and copper-mines, which, though insignificant as commercial undertakings, are sufficiently worked from time to time to depopulate the streams into which they drain. The renewal of sport is unhappily not simultaneous with the cutting off of poisonous washings, and so it happens that several streams, which for their scenery are particularly attractive, are too poorly stocked with trout to make a cast of flies other than a profitless companion. This was (and we fear, is) notably the case in respect of the Avonmore below the confluence of the Glendasan stream at Laragh and in the Vale of Ovoca above Wooden Bridge.

Dublin (Westland Row) to Kingstown, 6 m., Dalkey, 8 m., and Bray, 13½ m., *abt. 20 trains a day in 35-40 min.; 2s., 1s. 6d., 1s.; Ret., 2s. 6d., 2s., 1s. 2d.*

The **trains** start from Amiens-st. 8-15 minutes before leaving Westland Row, calling at Tara St., which is ¼ mile nearer Sackville-st. than Westland Row (*see plan*).

Also Dublin (Harcourt St.) direct to Bray, 12 m., in 22 to 35 min., about 20 trains a day.

The through trains (about 3 a day), to Wicklow and Wexford from Harcourt Street do not stop between Dublin and Bray, but connect there with trains from Westland Row.

Electric Tram (from Nelson Pillar) to Dalkey by Merrion Square, Blackrock, and Kingstown. Fare, *5d.*

This route reaches the shore of Dublin Bay at *Merrion*, 3 m., and thence onward we get intermittent views, on the left, across to the Hill of Howth. Passing *Salthill* (with a favourite suburban *hotel*, just above the station) we reach (6 m.).

Kingstown (*Royal Marine*, a large house, well situated, overlooking the harbour; bed & att. 3s. to 6s.; bkfst., 2s. 6d.; din. (t.-d'h.) 3s. 6d. *Anglesea Arms*, well-situated, a little further west) which offers pleasant headquarters for those who visit Dublin but prefer to tarry by the sea. The harbour is enclosed by two piers, the eastern $\frac{3}{4}$ -mile long and continued by the Carlisle Pier, where passengers change between boat and steamer, and the western pier, nearly a mile long, with an opening between the two of about 250 yards. The insignificant harbour of *Dunleary*, the old name of the spot, is at the base of the west pier. Except for the hotels and the range of buildings near the harbour, including the P.O., the town is rather below par, but during the summer the harbour is a favourite yacht rendezvous, and the arrival and departure of the fine mail-packets always draw visitors to the pier. The *obelisk*, close by this, commemorates the visit of Geo. IV. in 1821. The other chief buildings are St. Michael's Church, rebuilt on an imposing scale (with a rich east window and some other rather gaudy ones), and the Town Hall. Pop. abt. 20,000.

South of Kingstown, after passing *Sandycove*, $6\frac{1}{2}$ m., the line bends inland to *Dalkey*, 8 m.

Dalkey (*pron.*, "Dalky;" *Queen's*, poor), is a delightfully situated little town, partly inside and partly on the broken coast-ridge. The views across Dublin Bay to the north, down the coast to Bray Head and inland, are alike beautiful.

From Coolamore Harbour a boat (no fixed tariff) can be taken across the Sound, 300 yds. wide, to **Dalkey Island**, a rock about 500 yds. long and 300 yds. wide. The Sound, 300 years ago, was an important roadstead, and a common point of embarkation for England. On the island are a *Martello tower* and the ruins of *St. Benet's Church*, with a very early W. doorway. The "Kingdom of Dalkey" was famous at the end of the 18th cent., and its king was elected annually with much convivial tomfoolery. The whole affair was probably only an excuse for letting off high spirits, but, revolutionary ideas being rife, it was suppressed by the Government in 1798, lest it should be a cloak for political designs.

The R'way Co. run *char-à-bancs* in connection with certain trains between Dalkey and Killiney stations over Killiney Hill.

Killiney Hill (480 ft.), a fine view-point for the Dublin and Wicklow mountains, etc., is a short mile by road S. from Dalkey Station to the Obelisk Gate, and thence over turf, &c., to the top. Regaining the road it is a pleasant walk or drive of 4 m. to Bray, or the rail can be taken at *Killiney and Ballybrack Station*, abt. $1\frac{1}{4}$ m. In either case the archæologist should visit the ancient little *Church of Killiney* at the foot of the hill on the left, just short of the cross-roads where the turn to the left leads to the station.

A road round Killiney Hill affords a delightful drive from Dalkey station between the hill and the sea, and so on to Bray. The best plan, however, is to drive to Obelisk gate, walk up the hill and descend by foot-path (a high wall unfortunately obstructs the view on the left) to the gate on the new road, to which the car may have been sent round. Some prefer to take the route the reverse way.

Beyond Dalkey, on emerging from a tunnel, there is on the left a lovely view of the coast from Dalkey Island to Bray Head, and after *Killiney Station* the conical Great Sugarloaf (p. 24) is well seen on the right front.

B r a y .

Rail : From Dublin, *p.* 18.

Hotels :—*Marine Station ; International ; Esplanade (C.T.) ; Bray Head, ½ m. S. from Station ; Royal (H.Q.), in the town. Several Boarding Houses.*

'Bus to Enniskerry from the Station, *p.* 21.

Post and Tel. Off. in Quinsborough Road, running inland from Station. Chief English del. 7.35 a.m. (8.50, *Sun.*) ; desp. 6.25 p.m. (5, *Sun.*). **Tel. Off.**, 8-8 ; *Sun.*, 8-10. **Tel. Call Off.**, 4, Main-st.

Pop. : abt. 8,000.

Cars : For full list of fares see Bray "Bye Laws," 6*d.* The fares we give are between 8 a.m. and 10 p.m. ; outside those hours double fares are payable. The two prices given in each case refer to 1 or 2 and 3 or 4 passengers, respectively. In the case of cars hired for the outward journey only (see first list below), to return by them would add half-price. The driver (jarvy) is included, but a small tip will not be out of place.

Outward only :—Kilmacanoge (for *Great and Little Sugarloaf*), 2*s.* 6*d.*—3*s.* ; Red Lane corner (for *Glen of the Downs*), 3*s.* 6*d.*—4*s.* 6*d.* ; Dargle (E. gate), 2*s.*—2*s.* 6*d.* ; (W. gate), 3*s.* 6*d.*—4*s.* 6*d.* ; Scalp (*viâ* Enniskerry), 4*s.*—5*s.* ; Enniskerry, 2*s.* 6*d.*—3*s.*

There and back :—*Glen of the Downs* (by Kilmacanoge and back by Delgany), 7*s.*—8*s.* ; *Powerscourt Waterfall* (by the Dargle and back by the Rocky Valley and Hollybrook), 10*s.*—12*s.* ; *Seven Churches* (Glendalough) 18*s.*—20*s.* ; *Lough Tay, Lough Dan, or Lough Bray* (*viâ* Glencree Reformatory), 14*s.*—15*s.*

A two-days' round, sleeping at *Seven Churches* (Glendalough), visiting the Dargle, Enniskerry, Powerscourt, Great Sugarloaf, Roundwood, Seven Churches, and back by the Devil's Glen and the Glen of the Downs, 40*s.*—50*s.* ; see *p.* 26.

Coach Tours (2*s.* 6*d.* each) May to Sept., to Powerscourt, week-days ; Glen of the Downs, Tues. and Wed. ; and The Scalp, Thurs. and Fri.

Bray, alike in situation and in convenience as a starting-point for delightful walks and excursions, is one of the most favoured of seaside resorts. It stands on a bay of gentle curve between the hills of Dalkey, N., and Bray Head, S., and the shore-view has the double charm of varied colour and shapely outline. Inland, a little to the S.W., rise the Wicklow hills—prominent among them the purple cone of the Great Sugarloaf. The town itself has no buildings requiring description. It consists of a long sea-front of comely private houses and lodging-houses, with an unusually good promenade from end to end, and instead of sporadic seats, sure to be occupied when one wants them, is furnished with a continuous seat throughout. The business part of the town, well supplied with all needful shops and a few yards from the sea-front, is in great part of recent erection. The shore is certainly above par either for children or for bathing (ladies' baths on

Esplanade), and the aspect of the sea-front being a trifle N. of East, its houses escape the glare of the mid-day sun. The place is often, and very inappropriately, styled the "Irish Brighton;" its only point of comparison with London-on-sea is its accessibility from the capital of the island.

Walks and Excursions.

1. To **Bray Head** (793 ft.), *abt. 1½ hrs. there and back*. There is a choice of routes which cannot, however, be combined. A visit to the beautiful grounds of *Kilruddery* (Mon. and Tues. only, in the absence of the family) is worth making. Either by the left-hand road at the top of High St. and so through Newton Vevay, and, avoiding turns right or left, past the Convent Gate, left, to (1¼ m. from Bray Sta.) Kilruddery Gate, closed on Fridays, right; or from the S. end of the Esplanade road, turning to the right just short of the Bray Head Hotel. This latter road joins the former in *abt. ½ m.*, just S. of the Convent Gate, and we proceed, left, to Kilruddery Gate, whence we turn off to the left, and by a devious course reach the summit of the Head. The view, though not to be compared with that from the Great Sugarloaf (*p. 24*), is well worth the climb. The highest point (793 ft.) of the mass composing the promontory is a mile S. of the summit of the Head, and from it we could gain the road (i.) at Windgate, and either return by it, 2¼ m., to Bray Sta., or go over **Little Sugarloaf** (1,120 ft.) into the Glen of the Downs road. If this latter be decided on, the easiest way to the top of the hill is to proceed S. for a mile by the right-hand road from Windgate, and then to turn to right; a mile westward brings us, after a steady ascent, to the foot of the S. end of the main ridge, whence we climb to the right, ½ hr. to the top. Snowdon is often visible from the white pillar. From the top we descend the W. side and join the Glen of the Downs road at *Kilmacanoge* (Inn), 3 m. from Bray. The *Railway Walk*: every visitor should follow this for 1½ or 2 miles along the cliff. It begins at a gate at the S. end of the Esplanade road, beyond the Bray Head Hotel, and at once ascends to the open ground. (Here a foot-path leads down to a little bathing-cove.) The walk continues along the sea-face of the promontory, skirting its fine ravines high above the railway. From the head of the great ravine, from which the line enters a tunnel, the summit is barred by a high wall.

N.B.—The railway-walk leads on to Greystones, 5 m. from Bray.

2. To **The Dargle**, 2½ m. to the E. gate, 3½ m. to the W. gate.

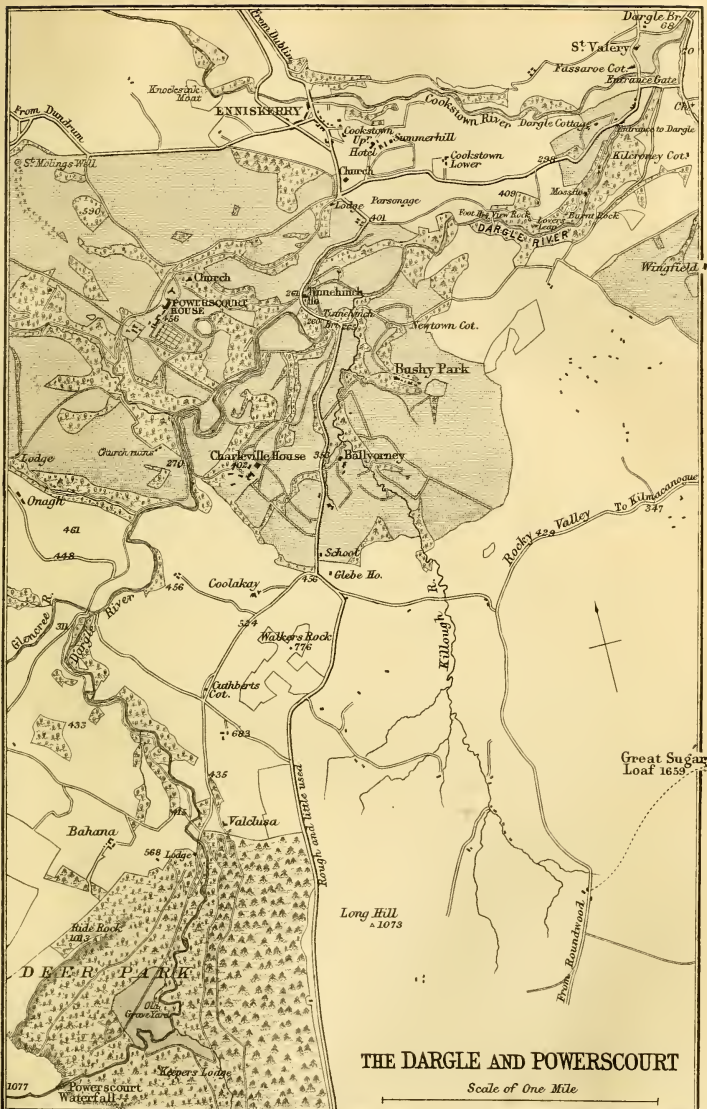
N.B.—Between these gates the path up the glen is open, free, to pedestrians only, on week days. They can also walk along the Charleville drive on the S. side, but the drive cannot be used by vehicles without an order.

'**Bus to Enniskerry** (6d.), 5 or 6 times a day.

"The Dargle" is the excursion *par excellence* from Bray, and we do not remember any scene of its kind more perfectly beautiful.

The walk between the two gates just mentioned threads a richly wooded and narrow rocky glen, down which brawls and tumbles the Dargle stream. Those who drive will be put down at the E. Gate, and can order their vehicle to meet them at the W. Gate. The 'bus which runs 5 or 6 times a day between Bray Station and Enniskerry might be used in both directions. We turn to the right at the end of the street running inland from the station and descend to Bray Bridge, cross it to Little Bray, and shortly afterwards turn to the left. This lower part of the Bray valley has gained the name of the "Valley of Diamonds," and is pretty enough but not remarkable. As we proceed, the round-topped hill seen ahead is Douce Mountain (2,384 *ft.*), and the cone to the left of it and much nearer, is the Great Sugarloaf (*p.* 23). In abt. 2 *m.* from the station we again cross the river at *Dargle Bridge*, which is just below the confluence of the Cookstown (or Enniskerry) stream with the Dargle. Beyond this bridge the road turns to the right and in $\frac{1}{2}$ *m.*, between a lodge and a P.O. box, to the right again to another bridge (over the Dargle stream). A short distance beyond we turn to the left and enter the **Dargle Glen** by the E. Gate. Following the path and avoiding a faint one on the left, we take the next one on that side. This leads down to a charming spot where the stream descends impetuously over its rocky bed and is embowered in luxuriant ash, oak and evergreens. We return to the upper path by steps which lead to an arbour called the *Moss House*, and then soon reach the projecting bluff called the *Lovers' Leap*, from which we get a glimpse of the stream down among the trees. Below is a bridge with a castellated gateway by which the pipes from the Roundwood Reservoir (Dublin waterworks) cross the glen. The Little Sugarloaf peers above the trees on the opposite bank. Another favourite view-point is the *View-Rock*, beyond which the glen opens and we pass through a gate and across a field, having the Rectory above on our right. By a lane we reach the public road, where those who are not going to the Powerscourt waterfall should turn to the left in order to visit (10 min. walk) *Tinnehinch Bridge*, a sweet spot. If we turn to the right we shall pass at the top of the hill, the main entrance to Powerscourt (*below*) and then descend, seeing ahead on the sky-line the *Scalp* defile (2 *m.* from Enniskerry, on the direct road to Dublin), and on the right, the new church, with a spire, of **Enniskerry** (*Powerscourt Arms*), a prettily situated village, evidently well cared for. Hence it is a short 4 *m.* by road back to Bray Station.

3. To **Powerscourt Demesne and Waterfall** (weekdays, 6d., on foot or with cycle; carriages, 1s. per horse; the Powerscourt Gardens, weekdays, 1s., tickets from the gardener at the Powerscourt Arms, Enniskerry). Most persons take the Dargle (*p.* 21) on the outward journey. From Enniskerry to the Waterfall there is a choice of routes (*a*) by the main entrance to Powerscourt and past the mansion, or (*b*) by Tinnehinch Bridge to the entrance to the Deer Park. Both are beautiful, but the



former is the better, and should of course be taken if the gardens are to be visited, and then the return to Bray from the waterfall can be made by the Rocky Valley and Hollybrook, which will enable those who wish to make the most of their time to include the easy ascent of the Great Sugarloaf. *Distance of the round, about 14 m.*

(a) *To the Waterfall viâ Powerscourt House* (Visct. Powerscourt). From the main-entrance (see Excurs. 2; p. 21) we have at first a beech avenue. The house is passed on the left in about a mile. It is a large, plain building, in nowise remarkable except for the beauty of its situation. The Gardens (see above) are of great beauty. Beyond the house we pass as direct as possible through two gates, and down the glen by a zigzag, having the Great Sugarloaf in front of us, and then, turning right, we come to the Glencree stream and a road which we cross, through two gates. It is now 2 miles on to the waterfall, and on the way to it we pass—

(b) *To the Waterfall viâ Timnehinch Bridge*. Instead of going through the main entrance to Powerscourt we pass it on our right and descend the hill past *Timnehinch*, left, which belonged to Grattan and is now in the possession of his family. Crossing the bridge, a beautiful spot, we ascend past the grounds of Charleville, right, and at a gate on the right, opposite the Glebe House, $1\frac{1}{2}$ m. from the Bridge, enter the *Deer Park* and have ahead the round summit of Dounce Mountain. Crossing the *Dargle*, $1\frac{1}{4}$ m. from where we entered the Park, at a *wooden bridge*, we join route (a) and turn to the left.

N.B.—The road which crosses the *Wooden Bridge* climbs the west bank of the *Dargle*, and then ascends above the south bank of the Glencree to *Lower Lough Bray*, 5 m., and *Glencree Reformatory*, 6 m. from which there is a good road down the opposite side of the Glencree to Enniskerry. For this route see p. 24.

Following the course of the *Dargle* we soon enter the, not very appropriately named, *Horse-shoe Ravine*, and arrive at the foot of the **Waterfall**, which is a waterslide with an almost sheer drop below. The spot is a great place for pic-nics, and the Fall after heavy rain is certainly fine, but its normal summer condition is apt to disappoint. Not its least charm is the considerable growth of holly hereabouts, and the front view (best abt. 70 yds. off) is very pleasing.

In returning we go as we came to the *Wooden Bridge* over the *Dargle*, and crossing it and the *Deer Park* to the gate on the Roundwood road [route (b) above] can, of course, return by *Timnehinch Bridge* and the road from Enniskerry. We propose, however, to take the *Rocky Valley* route and so turn to the right and in abt. 200 yds. to the left. This takes us down to the *Killough* stream, and ascending the opposite bank we join (in less than a mile from the Park) the road that skirts the N. and W. sides of the Great Sugarloaf (*below*). We now turn to the left, descend the *Rocky Valley*, having the mountains on our right, and reach in $1\frac{1}{4}$ m. *Kilmacanoge Chapel* and old *Graveyard*, at W. foot of the *Little Sugarloaf* (*below*). Here we again turn left, and it is about 3 m., passing *Hollybrook* (*below*), back to Bray.

4. **The Scalp** (map p. 26), about 5 m. from Bray by the "Old Connaught" road, which turns to the left after ascending the hill beyond Little Bray. This road, in abt. $2\frac{3}{4}$ m. from the turn, joins the road from Enniskerry to Dublin, and there turning to the right, it is a steady ascent of something over a mile to the defile, which is a rocky col or gap in the hills (*light refreshment at farm, N. end, E. side*). The return can be varied by descending to Enniskerry, whence we take the road to Bray. The view from the defile is good but not of particular interest; but that from *Cattygolagher* (793 ft.), the E. side of the Scalp, is more beautiful, though less wide, than the prospect from the Sugarloaf. Shankill Station on the Harcourt Street line to Bray is a good starting-point.

5. **The Great and Little Sugarloaf and the Glen of the Downs** (map p. 26), returning by Delgany, $14\frac{1}{2}$ –15 miles by road exclusive of ascents; $9\frac{1}{2}$ miles if the rail be taken at Greystones Station. Where the two roads fork at the top of High St. we take the right-hand one, and in abt. $1\frac{1}{2}$ m. from there cross a tributary of the Dargle and ascend past *Hollybrook* (grounds delightful and usually open to visitors on leaving a card at the lodge) and on to Kilmacanoge Chapel, abt. 3 m. from Bray. Hence the ascent, left, to the top of *Little Sugarloaf* (1,120 ft.) is an easy half-hour's work. We advise the preference however to be given to the **Great Sugarloaf** (1,659 ft.) which is perfectly easy and commands a very fine view. The climb can perhaps be made with least détour by turning off to the left about $\frac{1}{2}$ m. up the Rocky Valley, and then attacking the northern spur, following it to the summit and descending by the E. ridge to an old road which rejoins the main one $\frac{1}{2}$ m. short of the Glen of the Downs. An easier way for those who are driving is to ascend the Rocky Valley and continue up the road on the W. side of the mountain until the summit is just above it on the left. Those in need of a stimulus will find a decent little wayside inn a short distance beyond this point. The ascent, over heather and whortleberry, takes abt. $\frac{1}{2}$ hr. from here, and the descent will be made as already described.

The **View** is as beautiful as it is extensive. Looking N. we see Bray, with the square tower of the R.C. Church, Killiney, Dalkey Island, Howth Head and Lambay, with the Mourne Mountains on the far horizon. Left of Bray we note the Scalp defile in the Dublin Mountains, and nearer have, N.W., a fine view of the Powerscourt and Charleville demesnes. The spire of Enniskerry church but not the village is also seen. To the left of Powerscourt, high up the Glencree valley, is the Glencree Reformatory with Kippure (2,473 ft.) to its left. A trifle S. of W. we get the top of the Powerscourt Waterfall between Maulin (1,863 ft.), right, and Douce (2,384 ft.), left. Over the dip, between these, peers War Hill (2,250 ft.). S.S.W. is the dull, cultivated, upland valley of the Vartrey and a part of the Dublin Waterworks reservoir. The richly wooded defile S.E. is the Glen of the Downs. Down the coast is Wicklow Head with its Lighthouses, and Greystones is close at hand, while Bray Head, N.E., completes the panorama.

In case neither mountain is climbed we ascend the pass between them, and in 5 m. from Bray reach the N. end of the **Glen of the Downs** with *Glen View* on the right and the park of *Bellevue* on the left. For the latter, Monday is the public day, but permission is seldom, if ever, refused on any weekday. Whether or not we

visit the grounds, we must cross the little bridge to the cottage and ascend to the *Pavilion* or *Temple* for the sake of the view. The glen itself is a wooded defile about a mile long, and at its S. end we turn to the left to **Delgany** (*Hotel*), a pleasantly-placed little village with a conspicuous church on the hill to the east of it. From here it is about 2 m. to *Greystones Station* by the road on the right of the church. The direct road back to Bray, $5\frac{1}{2}$ m., leaves the village at its N. end, and in $1\frac{1}{2}$ m. joins the Wicklow road, and in view of the sea gradually ascends to Windgate, and skirting the inland or W. side of the Bray Head promontory, and passing Kilruddery (p. 21) on the left, reaches Bray through Newton Vevay.

If from the S. end of the Glen of the Downs, instead of turning to the left we keep straight on, we arrive in 3 m. at the agreeably situated village of **Newtown Mount Kennedy**, from which it is a pleasant $6\frac{1}{2}$ m. S. to *Ashford*, and a rather dull one of 13 m. S.W. by *Roundwood* (6 m.) to *Seven Churches*.

6. To **Glencree Reformatory**, $9\frac{1}{2}$ m., **Lower Bray Lough**, $10\frac{1}{2}$ m., **Sally Gap**, 15 m., **Lough Tay** (*Luggelaw*), $17\frac{1}{2}$ m., **Roundwood**, $22\frac{1}{2}$ m. (map p. 26).

From Bray to Roundwood (p. 25), 14 m.

Remarks. The full round of 36 m. out and home is, in spite of its length, a rather popular one from Bray. Those who limit their excursion to Glencree and the Bray Loughs can vary the return journey by taking the rough road on the S. side of the Glencree valley and through the Powerscourt demesne, but should obtain a card (*Enniskerry*, p. 21) on the outward route. We advise visitors to reserve this excursion in whole or in part till they have visited the more accessible and more beautiful scenes already given. The pedestrian who appreciates a breezy mountain-walk, and is bound for Roundwood and the Seven Churches, will enjoy it and find very fair quarters at Roundwood.

We proceed direct to *Enniskerry* (p. 21), breast the long steep hill beyond it and soon get a good view, looking back. When the road forks, abt. 1 m. from the village, we turn to the left, and $1\frac{3}{4}$ m. further gain the *col* between Prince William's Seat (1,825 ft.) on the right and Knockree (1,127 ft.) left. Hence we ascend the Glencree valley, high up its N. side, to the conspicuous *Reformatory* (abt. 1,400 ft. above sea-level) on the main "Military Road" constructed after the troubles of '98 in order to open out the recesses of the Wicklow Mountains. The **Reformatory** (*shown to visitors*) was originally a barrack, but was converted to its present purpose in 1859. From it we look right down the Glencree valley to the sea, and can imagine the utter desolation and bleakness of the spot in winter.

Turning S. along the main road, a slight ascent brings us in about 1 m. to **Lower Lough Bray** (*Ref. Cott.*), a deep-set lake abt. $\frac{1}{2}$ m. long with "Lough Bray Cottage" on its N. shore. This lake and its smaller neighbour, *Upper Lough Bray* which we shall see

on the right, a short distance from the road about a mile further on, both discharge their waters to the Glencree, and are almost on the watershed between its basin and that of the Liffey. The rounded summit about a mile due W. of the "Upper" lough is Kippure (2,475 ft.).

The road now winds around the W. flank of the mountains which constitute the watershed of the Liffey and Dargle to *Sally Gap*, a col, about 1,500 ft., between the Liffey and the Annamoe tributary of the Avonmore. Here we join the road from Naas and Blessington to Roundwood and turn to the left at the cross-roads [the road straight leads, in 13 m. from here, *viâ* Laragh, to the Seven Churches, *see below*.] Descending the pass, with War Hill (2,250 ft.) and Douce Mountain (2,384 ft.) on our left-front, we see **Lough Tay**, at the head of which, amid pleasant woods, is Luggelaw Lodge. The lake is nearly an oval, and about $\frac{1}{2}$ m. long, with really fine escarpments on its W. side. Our road keeps well above the E. side and, just beyond the lake, turns left through the hills and down to *Anna Carter Bridge*, where, turning to the right, we are on the direct road from Bray to Roundwood, and about $2\frac{1}{2}$ m. from the latter.

Roundwood or *Togher* (Inns: *Royal*, c.t., *Prince of Wales*, both fair little houses), a little village in a prettily wooded valley on the W. side of the great (Dublin Waterworks) Reservoir, which is $1\frac{1}{2}$ m. long and $\frac{1}{3}$ m. in average width. The village is centrally placed for visiting Seven Churches ($6\frac{1}{2}$ m.), Devil's Glen (6 m.) and **Lough Dan** (3 m.; *Ref. Cott.*). This lake, which is more than $1\frac{1}{2}$ m. long with a nearly uniform width of $\frac{1}{4}$ m., is most readily reached by taking the by-road which runs W. from the village towards the hills. In about a mile it joins another, and we turn to the left, and passing below Lake View, right, descend to Old Bridge (Doyle's *Tea Rooms*), $2\frac{1}{2}$ m. from Roundwood and about $\frac{1}{2}$ m. from the foot of the lake.

Roundwood to Seven Churches, $6\frac{1}{2}$ m. We descend the valley 3 m. and turn to the right across the stream to *Annamoe* and there turn to the left. Approaching *Laragh*, $5\frac{1}{2}$ m., we have a fine view of the two glens that converge at the Seven Churches, the bare one on the right being Glendassan, and the left one Glendalough. The Round Tower is at the junction of the two and a few yards beyond the Hotel, *see p. 30*.

7. To the Seven Churches (Glendalough) and back by the Devil's Glen (map p. 26). The two-days' round indicated at the head of "Bray," p. 19, as far as the Deer Park of Powerscourt and the Great Sugarloaf, is sufficiently given in the foregoing excursions. The roads on to Roundwood: the one from the Deer Park—the high road—and that from Great Sugarloaf, a hill-road, are both rather dull, *see p. 30*. For the Devil's Glen, *see p. 29*.

Dublin (Harcourt St. Station) to Wicklow, Wexford, and Waterford.

From Dublin to Bray the line from Westland Row affords the better views (see p. 18), but necessitates changing trains at Bray.

Distances: *Bray*, 12 m., *Greystones*, 17 m., *Wicklow*, 28 m., *Rathnew* (for Newrath Bridge, Ashford and Devil's Glen) 29½ m., *Rathdrum* (for Glendalough or Seven Churches) 38 m., *Oroca* 43 m., *Wooden Bridge* (Junction for *Shillelough*, 61 m.) 45 m., *Arklow* 49 m., *Ferns* (for Newtown Barry), 70 m., *Enniscorthy*, 78 m., *Macmine Junction*, 83 m., *Wexford*, 93 m., *New Ross*, 102 m., *Waterford*, 116 m. Fares: 1st, 2d.; 2nd, 1½d.; 3rd., 1d. per mile. Return tickets abt. ⅔ more than single.

*** For many excursions to the famous scenes of co. Wicklow, and for rail and hotel combined tickets, see *D. W. & W. Co.'s Tourist programme*.

Remarks. The scenery on this line is picturesque almost throughout, and for a considerable part of the distance very beautiful. From the point where it reaches the coast, about 2 miles N. of Bray, the sea is close by, on the left, all the way to Wicklow, while on the right we get, now and again, pleasant landscapes in the direction of the Wicklow Mountains. Beyond Wicklow, past Rathdrum and Wooden Bridge to Arklow, we thread a lovely silvan valley, the charm of which can only be imperfectly appreciated from the train. Between Arklow and Enniscorthy the country is commonplace, but again becomes pretty as we descend the right bank of the Slaney towards Wexford. Onward to Waterford, New Ross, on its steep hillside, is well seen.

Route. From *Harcourt St. Station* the line traverses the suburb of Rathmines, crosses the Dodder at *Milltown* (2 m.) to *Dundrum* (3 m.), a pleasant residential neighbourhood at the foot of the Dublin Mountains.

Dundrum (above) and *Stillorgan* (5 m.), the next station, are about equally convenient for the ascent of **Three Rock Mtn.** (1479 ft.), a good view-point. From either station *Stepaside* is the point to make for: from *Dundrum* 3 m. S. along the Scalp road; from *Stillorgan* 2½ m. S.E. by a devious road passing close to *Kilgobbin Castle*, a tower in ruins. From *Stepaside* the ascent can be easily accomplished in less than ¾ hr.

Dundrum by the Scalp (6 m., p. 24), to *Enniskerry* (8 m.; p. 22) or *Bray* (10m.; p. 20).

From *Dundrum* the line turns S.E., and passing *Stillorgan* (see above) we have *Three Rock Mountain* on our right. The line, *viâ* *Kingstown*, is joined about 2 m. N. of **Bray** (p. 20).

South of Bray the railway is carried round the sea-face of Bray Head. It passes through heavy cuttings and three short tunnels, but admits of fine peeps of the wild ravines and cliffs. A short distance beyond the last tunnel we get a good coast view, including **Greystones** (17 m.; *Grand Hotel*) a watering-place that has greatly increased in favour with Dublin people, but with no

special attractions for the traveller from a distance. It is the nearest station to **Delgany** (*Lawless's Hotel*) (p. 25), and the *Glen of the Downs* (p. 24).

The line continues to hug the shore, and we see, on the right, Delgany, and a landscape, prettily wooded, towards the Great Sugarloaf. *Kilcool* (20 m.), and *Newcastle* (22 m.), are stations each about a mile E. of the hamlets whose names they bear, and about 4 m. and $3\frac{1}{2}$ m. respectively from **Newtown Mt. Kennedy** (p. 25).

Wicklow Head with its lighthouses now becomes prominent on the left-front, and the railway, approaching that town, is for some 2 miles carried along the *Murragh*, a spit (used as an artillery range) between the sea and a lagoon. This lagoon is crossed as we turn inland to *Wicklow Station* (28 m.).

Wicklow (Hotels: *Grand*, in the town, abt. $\frac{1}{2}$ m. from Sta.; *Bridge*, rather further, next the bridge and near the shore), the county town (pop. 3,272) and a small port with some trade in timber, &c. From the down side of the station a footpath, up the hill, leads into the road past the *Church* (with a copper cupola) to the town. The main road from the station enters the town at the W. end, passing, right, the R.C. church and, left, the ruins of a Franciscan Friary, founded temp. Henry III. The town itself is dull and featureless, but attracts a good many summer visitors for sea-bathing. The harbour is crossed by a bridge which gives access to the shore (poor), near the old station, now used only for merchandise. By continuing E. along the main street (*Post-office*, on left, a short distance beyond the Green Tree Hotel; del. 7 and 10 a.m.; desp. 7 and 9.40 p.m.), we reach the old and squalid part of the town, above the entrance of the harbour, and, on the verge of the headland beyond, find the few fragments, 14th cent., of *Black Cast'e*.

The walk may be pleasantly extended along the cliffs, S.E., to *Brides Head* and the lighthouses on **Wicklow Head**, abt. $2\frac{1}{2}$ m. or 1 hr. from Black Castle. The cliffs there are fine, and the view up the coast extends to Howth Head.

Rathnew ($29\frac{1}{2}$ m.), a poor village, is the nearest station for Newrath Bridge, Ashford, the Devil's Glen and Roundwood, and a good starting place, *viâ* the Glen, for Seven Churches (Glen-dalough). Cars meet trains in summer.

To Newrath Bridge Hotel (abt. 1 m.). Where the bit of road from the up-side of Rathnew Station joins the main-road turn to the right, and on reaching ($\frac{1}{2}$ m.) the middle of the village, to the left, and once more to the right $\frac{1}{2}$ m. further. From the latter turn it is a straight $\frac{1}{2}$ m. to *Newrath Bridge*, over the Vartry, and the *Hotel* (7s. 6d. to 10s. a day, according to season) is just beyond. It is a favourite summer resort, and has a pleasant garden on the bank of the stream.

To Ashford (2 m. direct; $2\frac{1}{2}$ m. *viâ* Newrath Bridge.) The direct road, beautifully wooded, keeps straight on where, beyond Rathnew village, we turned to the right (*see above*) for Newrath Bridge. Beyond *Rosanna House* it turns to the right through Ballinalea village. [From Newrath Bridge Hotel (*above*) the road ($1\frac{1}{2}$ m.) ascends the left bank of the Vartry, but at some distance from the stream, across which are seen the woods of *Rosanna House*. It bears to the right from the entrance gate, left, about a mile onward, and then keeps alongside the stream to Ashford bridge]. At **Ashford** (*Telegraph Office*), another tourist focus, there are two hotels (*Ashford*, close to the bridge,

a roomy old-fashioned house; *Glen*, across the bridge), and apart from the Devil's Glen, which is the great attraction in this neighbourhood, it is a pleasant spot.

Distances : Ashford to Roundwood, 7 m.; to Seven Churches, 12 m.; to Rathdrum, by road through Glenealy, a pretty drive, 9 m.

Rathnew to the Devil's Glen : ($3\frac{1}{2}$ m. to entrance-lodge; free; weekdays only).

From Rathnew Station proceed to *Ashford* by either route described p. 28. Thence it is about a mile to the entrance-lodge at the lower end. Those who drive can enter at the lodge and walk up (abt. $2\frac{1}{2}$ m.), ordering the car to meet them at the head of the glen. This is the obvious plan if proceeding either to Roundwood or Seven Churches. Those who are returning to Ashford will find it less fatiguing to drive to the head of the glen, where the car can be dismissed, and the walk taken *down* the glen, which can only be visited on foot.

At Ashford do not cross the bridge but turn to the left abt. 100 yards beyond the Ashford Hotel, and then keep straight on, *i.e.*, do not turn to the right when a road diverges on that side. [Just short of the Parish Church the road to the head of the glen descends steeply to the stream at *Nun's Cross Bridge*, and then about $\frac{3}{4}$ m. up the hill beyond, at a fork, we take the right hand road, which, passing through a gap in the hills, leads pretty direct to the head of the glen at *Annagolan Bridge*, $2\frac{1}{4}$ m. from the fork just named, or 4 m. from Ashford.] Opposite the *Parish Church* we enter the drive of *Ballycurry House*, and at once have a lovely view of the richly wooded valley leading to the glen proper. High up on the opposite side of the stream is Glenmore Castle, a large private residence, architecturally unworthy of its fine site. It is nearly a mile through the grounds of Ballycurry House before the defile itself is entered. This is finely flanked by rocky heights, between which the stream (apt to be impounded by the Roundwood Reservoir, p. 26) dashes down. There is enough wood to add beauty without robbing the glen of its wilder features, and when the path mounts considerably above the stream we get a good view of the broken waterfall. From the head of the glen to *Roundwood*, p. 26, (choice of roads, *see map*) is 6 m.; to *Seven Churches*, p. 30, is $12\frac{1}{2}$ m.

From Rathnew the line turns S.W. and the bold ridge of Carrick Mountain (1252 ft.) is well seen on the right as we approach *Glenealy* (33 m.), a prettily placed village. Then nothing calls for remark till we reach **Rathdrum** (38 m.; Hotel: *Grand Central*, with *Ref.-Rm.* at station; cars) the nearest station to the Seven Churches (*below*).

For continuation of railway, see p. 35, and for road to Wooden Bridge, etc., p. 34.

Rathdrum Station to Seven Churches (*Glendalough*), $8\frac{1}{2}$ m. Car for 5 or more passengers, 2s. 6d. each. The road ascends sharply, winding back above the hotel, and at a junction of roads about $\frac{1}{4}$ m. up the hill we turn to the right. [Left, leads, nearly due S., to *Arondale*, $1\frac{1}{2}$ m. from the turn; it is seen from the railway, *see p. 34*]. **Rathdrum village** (Inn) is finely situated but of no interest. We leave it at its N. end, where the road, bending to the left, commands a lovely view, on the right, of the deep silvan glen of the Avonmore with its bridge and mills. On the left of the road is a R. C. Church and Convent. We continue up the right bank of the river, which is well wooded almost throughout. *Clara Bridge*, a pretty spot, is on our right, about 3 m. from Rathdrum, and then in another mile or so we have the river close by. At $6\frac{1}{2}$ m. from the station our road joins the "military road," which comes down a steepish hill on our left.

[Here the pedestrian can with advantage take the footpath (the old road) to Seven Churches. It starts on the right a few paces up the military road; three trees we noted as marking the place. The saving in distance is about $\frac{1}{2}$ m., and

passing *Derrybaun House*, $\frac{1}{2}$ m. from the point of divergence, we follow the right bank of the stream, and about $\frac{3}{4}$ m. short of Glendalough pass near the ruins of St. Saviour, one of the Seven Churches. The Round Tower will serve as an index to the whereabouts of the Hotel at Glendalough.]

The road crosses the Glendasan River at *Derrybaun Bridge* and then, at **Laragh** (Pub. Ho.), we turn to the left. The main valley now ahead is Glendasan, which is bare; the smaller valley, on its left, is Glendalough and the Round Tower is only the most conspicuous feature on the threshold of perhaps the most interesting, as it is one of the most beautiful, spots in Co. Wicklow.

The Seven Churches of Glendalough.

Hotel: *Royal*, good, close to the principal ruins; *Temperance Hotel*, small and clean.

Post Office: ($\frac{1}{4}$ m. E. of the Hotel, on the Laragh road) del. 8.30 a.m., desp., 4.30 p.m.; *Post Town*, Rathdrum; nearest *Telegraph Office*, Annamoe, portage, 1s. No Sunday post.

For the road from Bray, see p. 26.

Glendalough ("glen of the two lakes") has the double attraction of really grand scenery and numerous interesting ruins. It is one of the last places to be worthily appreciated by those who only pay it a hurried visit. To enjoy it, at least one *evening* should be spent on and about the Upper Lake, and one need not be a dry-as-dust antiquarian to love to linger over its many relics of early Christian times. In the following description we take the several objects of interest in the order they may conveniently be visited, if needs be, in an hour or two.

The **History of Glendalough**, one of the sacred spots of Ireland, begins in the 6th cent., when Caolmhghen, or, as we now spell his name Kevin, of royal lineage, fled from the monastery of St. Eoghán at Kilnamanagh, near Arklow, and took up his abode at St. Kevin's Bed, where he dwelt as a hermit from 545—549. In the latter year he removed a little lower down the glen and founded a monastery and school where the ruins of Reefert Church stand. Later in life he transferred his establishment to the spot now marked by the group of ruins at Glendalough, where he died in extreme old age, some say at 120, in 618. From the 9th to the 12th cent. the "city" and abbey were repeatedly ravaged by the Danes and fire, and St. Kevin's House is named as burnt in 1163. In 1393 the English destroyed the place. The story of St. Kevin and Kathleen, with "eyes of most unholy blue," how she found him out in his "Bed," whither he had fled from her inconvenient adoration, and how he flung her into the lough, is not history. We need not quote Moore's well-known version of the legend.

It may be well to enumerate the "Seven" Churches, though we are not sure that our list is the orthodox one:—1. Cathedral. 2. Our Lady's. 3. St. Kevin's Cell or Kitchen. 4. Reefert. 5. Teampul-na-Skellig. 6. Trinity. 7. St. Saviour's.

A few yards from the hotel we pass through the remains of what was once a fine **Gateway**, and had an outer and inner arch supporting a tower. This formed part of the precinct wall. On the right is the **Round Tower**, 110 ft. high and perfect. It is built of spawled rubble work with a granite, round-headed, doorway, and is often assigned to the 7th cent., though the late Earl of Dunraven in



his *Notes on Irish Architecture* doubts whether any existing Round Tower is earlier than the end of the 9th cent. (*see Introd.*). The **Cathedral**, so styled probably on account of its being the largest building, is, as regards its main portion, considered to date from early in the 7th cent., but the chancel and side chapel (or sacristy ?) are later additions. The original doorway is square-headed and has above it a relieving arch. Notice the chevron ornament on either side of the original east end. This ornament is held to have been earlier used in Ireland than in England. In a recess beyond the side chapel is a piscina or stoup. A fuchsia flourishes within the shelter of this ancient sanctuary.

To the W. of the Cathedral is **Our Lady's Church**, believed to be as old as St. Kevin's time, and his burial place. "The noble doorway . . . exhibits in a striking degree that early Greek form which is so commonly found in the doorways and in other openings of our most ancient Churches and Round Towers"; Wakeman's *Irish Antiquities*. To the S. of the Cathedral is **St. Kevin's Kitchen**, or Church. The portion still standing, with the exception of the bell-turret on the W. gable, which is later, though the earliest of its kind, was St. Kevin's Cell. It still preserves the steep-pitched stone roof, but the round-headed doorway was made in the E. wall about 807, when the, now destroyed, chancel was added. The small building that adjoined the chancel is supposed to have been the sacristy.

[Before proceeding to the other side of the stream, those who wish to complete the round of the churches will find what is left of **Trinity Church**, on the right hand of the road to Laragh, about $\frac{1}{4}$ m. from the Hotel.]

We now cross the stream and ascend it by the cart-track through the woodland, the view of the glen ahead increasing in grandeur. About 200 yds. from where we strike this track, on the left, is the Deer Stone, "into which the deer milked themselves, in the famine-time."

The *Lower Lake*, which is soon reached, is a rather featureless pool about 400 yds. long by 200 yds. wide. Beyond it, some 300 yds., is the *Giant's Cut*, a cleft in the wooded steep on our left. Approaching the Upper Lake we observe 3 stone crosses on the strath at its foot. When a small stream is reached it is worth while ascending to the *Pollanass Waterfall*, pretty though small. Returning from it and crossing the stream we arrive at the *Inn*, which is in great request with excursionists. Following the lane beyond it, a few yards bring us to **Reefert Church** or *Royal Cemetery Church*, the remains of which are well kept, as marking not only King O'Toole's burial place but the site of St. Kevin's first monastery (*see History*, p. 30). Beyond this the lane soon comes to an end, but a more or less perilous path above the lake can be followed some distance further. **Teampul-na-Skellig** is on the edge of the cliff, about a third of the way up the lake.

Returning to the Inn and descending to the mouth of the stream we find that competition reduces the charge for a boat to a very moderate figure. The view of the **Upper Lake** (nearly a mile long but less than $\frac{1}{4}$ m. wide) from this point is exceedingly fine, the mountains rising abruptly on both sides and at its head, where the Gleneolo stream is seen tumbling over rocky debris into it. As we have already intimated, a summer's evening is the time to appreciate this scene. Owing to the lake being shut in on all sides but the E. it owes much of its grandeur to the deep shadow in which it then lies, whereas in the morning the sun shines right up it. At any time, however, the beauty of the spot is unquestionable. The great point with tourists is **St. Kevin's Bed**, a tiny cave, rather awkward to reach, in the cliff overhanging the S. side of the lake about $\frac{1}{4}$ mile from the strand. This, as we have said, was the saint's retreat invaded by Kathleen, and the boatman after helping the visitor to enter it, will point out the memento of "Sir" Walter Scott's visit to the cave in 1825, in company with Lockhart, his son-in-law and biographer.

Returning as we came and following the path down stream, the map will guide us to *St. Kevin's Well* and on to **St. Saviour's Church**, also known as the monastery. This has been almost rebuilt by the Board of Works.

Ascent of Thonelagee (2634 ft.). This mountain, second only to Lugnaquilla in the Wicklow group, is on the N. side of the *col*, known as Wicklow Gap, at the head of Glendasan. From Glendalough we take the road up this glen, past the *Lugganamon lead mines* (abt. 2 m.), and then see Thonelagee right ahead, the road for the next mile making straight for it. Lough Nahanaghan, which feeds the Glendasan stream, is under the rocky escarpment on the left a mile or so above the mine, but is not seen from the road. About $4\frac{1}{2}$ m. from Glendalough, a little short of the Gap, we strike up the mountain side, N.E. and the top is within $\frac{3}{4}$ hr. The ascent is in places wet, but presents no difficulty. The view is a wide one but rather desolate. The conical peak due S. is Mullacoe (2176 ft.), lying between the upper lake of Glendalough and Glenmalure, both of which are too deep-set to be seen. To the right of Mullacoe, and further off, the less pronounced summit, overtopping intervening hills, is Lugnaquilla (3039 ft.) Lough Nahanaghan, already mentioned, is now commanded, while under the rocky escarpment on the N. of our standpoint is the little Lough Ouler. N.N.W. winds the "military road," and N.W. is the round summit of Douce Mountain (2384 ft.), with Kippure (2473 ft.) further off, nearly due N. above nearer heights of almost equal altitude. To the E. is the range of hills in which the Devil's Glen is a distinct cleft.

There is no satisfactory alternative route back to Glendalough, but by descending S. we can strike the road somewhat lower down the valley than where we quitted it.

The road over *Wicklow Gap* leads past *Holywood* (14 m. from Glendalough) to *Ballymore Eustace*, $17\frac{1}{2}$ m. direct; or abt. 19 m. by **Pollaphuca**, Falls of the Liffey. In this case the rail can be joined at *Harristown Sta.*, on the Baltinglass Branch, $2\frac{1}{2}$ m. E. of Ballymore Eustace. This route is described the reverse way, p. 50. Another route *via* Blessington is given p. 15.

Glendalough to Glenmalure (Drumgoff Bridge 7 m., fair Inn) and **ascent of Lugnaquilla**.

This excursion into Glenmalure, a fine wild glen too little known to tourists, is to be recommended. The ascent of Lugnaquilla (*see* p. 33) is, we venture to think, hardly worth the grind.

The view it commands is of course very wide, because it is the apex of Ireland, outside Co. Kerry, but the surroundings of the mountain are distinctly dull in colour and outline; moreover a clear distant view in summer is comparatively rare. The interest of the mountain centres in its corries, especially the one on the S. in which the River Ow rises.

The road from Glendalough to Drumgoff diverges from the Rathdrum road about $\frac{1}{2}$ m. beyond Derrybawn Bridge, *i.e.* about 2 m. from Glendalough ($1\frac{1}{2}$ m. to point of divergence by footpath on the S. side of the stream *viâ* Derrybawn House). Turning to the right up the hill we have only to follow the road—the “military road”—as it winds round the hill-sides. Mistake is impossible, and the views are sufficient reward for a good deal of collar work. As we descend from the summit-level, 5 m. from Glendalough, the Ballyboy stream keeps us company, and on the right at the head of the main stream is Mullacor (2,176 ft.), the conical summit noted from Thonelagee (*p.* 32).

Drumgoff (Inn), on the Avonbeg River, is at the foot of Glenmalure, a straight glen 4 m. long and about $\frac{1}{2}$ m. wide. At the close of the glacial period one of the Lugnaquilla glaciers, descending by the Clohernagh valley appears to have blocked the end of the glen with moraine matter, and so formed a lake of which the terraced sides of the glen are an indication. The river at length cut through the barrier and the lake was drained. It was in Glenmalure that Grey's forces suffered a serious check in 1580.

Lugnaquilla (3,039 ft.). “The ascent direct from Glendalough over Lugduff, round the head of Glenmalure and up by Kelly's Lough, is perhaps the finest walk in Wicklow.” This ascent is the best; if Drumgoff be the starting-point substituting Clohernagh (1,601 ft.), due W. of the Inn, for Lugduff. “The prisms,” the granite corries under Lugnaquilla, are well seen as the summit is attacked from the E. this way. The **descent**, S., by the E. flank of the great corrie, in which the Ow River rises, to the Baltinglass-Drumgoff road at Aghavannagh Barracks is simple.

Drumgoff to Rathdrum, 7 m. The road descends the east bank of the Avonbeg to ($3\frac{1}{2}$ m.) *Greenan* (map), beyond which we ascend the hill and keep to the road, which leads to the centre of the village (Inn), *p.* 29.

Drumgoff to “Meeting of the Waters,” $7\frac{3}{4}$ m.; **Wooden Bridge**, 12 m. This is a good route. Take the Rathdrum road (*above*) to Greenan Bridge, and thence continue down stream by the road on the right bank to *Ballinaclash Bridge*, $5\frac{3}{4}$ m.; cross it and follow the road down the left bank which joins that from Rathdrum about $\frac{1}{2}$ m. short of Meeting's Bridge, *see p.* 34.

Drumgoff to Baltinglass Station, 20 m. We do not recommend this as a tourist route. The first 8 miles are wild and mountainous, and from Aghavannagh Barracks (5 m.) where the

Ow River is crossed, the great southern combe descending from Lugnaquilla is fine, but once out of the mountains the road is monotonous. There is a small hotel at Aghavannagh. Keep to the road which in the main has a W. direction, through *Rathdangan* (11 m., *Pub. Ho.*) to cross-roads (13½ m.) at the entrance lodge of Humewood. Here you have a choice of routes. Taking the road on the left of the lodge and skirting Humewood you reach, in 1½ m. from the turn, the trim little village of *Kiltegan* (small Inn). The road in front of the inn leads, by Fortgranite Bridge, direct to Baltinglass, 5½ m.

If, however, you take the road on the right of the lodge you will save a long mile, but have no chance of passing refreshment. In this case the road bears down to the right at Talbotstown, and just below it you take the left-hand road, and at a fork, ¾ m. onward, turn to the left to the junction, 500 yards, with the Kiltegan road described above. At the junction you keep to the right, and about ½ m. beyond the Workhouse turn sharply to the left, and then in 300 yards to the right, entering Baltinglass (p. 50), past a new R. C. Church. The station is a long ½ m. further, turning to the right beyond the bridge over the Slaney.

Rathdrum to the "Meeting of the Waters," 3½ m., and down the Vale of Ovoca* (Hotel p. 35) to Wooden Bridge, 7½ m. by road.

Remarks. This is a delightful drive or walk, and an easy cycling course. The traveller who is pressed for time can get the fine view down the Vale from the top of the road a little beyond Avondale—say 2¼ from Rathdrum Station. The *détour* to Castle Howard and Connary Hill (Motto Stone), which we recommend, should not be attempted by cyclists, who can leave their machines at the point of divergence from the through route as indicated *below*. The "Meeting of the Waters" is usually fixed at the confluence of the Avonmore and Avonbeg, at Meeting's Bridge, and is locally known as "1st Meeting," but the junction of their united streams, that is of the Ovoca River, with the Aughrim River at Wooden Bridge is a rival "2nd Meeting." Moore tells us that his melody, which has given a somewhat factitious importance to the actual confluences, in themselves of no particular beauty, was written "at neither place, though I believe the scene under Castle Howard was the one that suggested it to me." Most persons will, we think, agree that the Wooden Bridge scene, which is a meeting of valleys,—the streams form an inconsiderable part of the picture—is the more beautiful of the two.

Route. When up the hill from **Rathdrum Station** (*Grand Central Hotel*; p. 29) we turn to the left, and in 1½ m. pass *Avondale* (the home of the late C. S. Parnell, M.P.), and ¼ m. onward bear to the left and in 100 yards to the right. The brow of the hill just beyond this commands the Vale, a lovely vista, with Castle Howard, "beautiful for situation," on its left under Connary Hill, at once recognisable by the huge boulder, the Motto Stone, on its summit. As we descend, *Kingstown House* is passed, left, and about a mile further, near the foot of the hill a road joins ours, coming in on the left.

Detour to Castle Howard and Connary Hill (Motto Stone). *Castle Howard*, the fine seat of Colonel Howard Brooke, can only be visited by favour, but we have never heard of the courteous traveller being denied. The shortest way to Connary Hill is up the demesne, past the house, but the Hill can also be reached by a public road as described p. 35.

* We adopt the spelling of the Ordnance, Postal, and Railway authorities. Moore used *Avoca*.

On reaching the junction of roads above mentioned we turn to the left, cross the Avonmore by *Lion's Bridge*, and follow the road to the entrance to **Castle Howard**. A steep avenue leads up to the House, from which there is a superb view of the Meeting of the Waters, with Glenmalure and Lugnaquilla in the distance. Beyond the house a lane leads up to the public road.

If Castle Howard is not visited then the public way to **Connary Hill** - 816 *ft.* and the apex of the Cronbane ridge - is as follows: From Lion's Bridge continue past the entrance of Castle Howard and follow the steep rough road round the back of the demesne, and thence to the top about half-an-hour. On the summit is the **Motto Stone**, as it is named on the 6-inch ordnance map. It is a grey granite boulder, about 14 *ft.* by 9 *ft.* by 10 *ft.* high, ice-borne to its resting-place on this Lower Silurian ridge during the glacial period when Lugnaquilla and its fellows were snow-clad and a great glacier filled the Vale and overspread this Cronbane ridge. The **View** is the best possible of the Wicklow summits: N. the cone of the Sugarloaf, Donce, and Kippure; N.W., Table Mountain, and nearer the great cleft of Glenmalure and to left of it Lugnaquilla. Away to S.W. is Mount Leinster. The Vale of Ovocca can be traced to Wooden Bridge, but little of it is actually seen except the Meeting of the Waters, with Castle Howard on its verge. To the E. is the sea, but in this direction the view is tame. The return route is by the outward one.

For **Meeting's Bridge**, at the confluence, we keep to the right down hill. From this point the road descends (Vale View Hotel, abt. $\frac{1}{4}$ *m.* from the bridge) the *Vale of Ovocca*, a paradise of woodland, but with the stream spoilt by the copper-mines' refuse. In $1\frac{1}{2}$ *m.* from Meeting's Bridge the *Ballymurtagh Mines* are on the right and no eyesore. Abt. $\frac{3}{4}$ *m.* beyond them at *Ovocca Station* a fine bridge spans the river and gives its name, *Newbridge*, to the village. Our road, however, keeps to the W. bank and only touches the stream at intervals. On the left across the valley is seen one church, and we pass another on this side. Hereabouts, at *Ovocca*, the valley is not, perhaps, quite as fine as higher up, but the last mile before reaching Wooden Bridge is as good as can be. Hunter's Hotel (*p.* 35) is just round the bend of the road, on the right.

Railway continued from p. 29. After passing through a short tunnel beyond Rathdrum we get pretty peeps of the valley, which is very beautiful, on the right, as we pass *Avondale* (late C. S. Parnell, M.P.). Beyond the next tunnel a mine rope, over the hill on the left, tells of the Cronbane Mines (copper) which, when in active working, mar the beauty of the stream lower down. Then we get a lovely glen and the *Lion's Bridge*, on the right. The actual "Meeting of the Waters," which is only $\frac{1}{4}$ *m.* below the bridge, is not seen from the train. We next pass, on the right, the ugly *Mines of Ballymurtagh* (copper). At *Ovocca* (43 *m.*) the valley, though still beautiful, is less rich than N. and S. of it. Here the river is crossed by a fine (road) bridge, whence the name of the village, *Newbridge*. On the left we see a church and, beyond, another over the trees on the right. Then the glen becomes once more a perfect silvan picture as you near Wooden Bridge (*rail continued p.* 36).

Wooden Bridge (45 *m.*, junction for the Shillelagh branch; *Hunter's Hotel*, 100 yds. W. of the station; supper, bed, breakfast, and attend., 8s. 6d. to 10s.).

From the road opposite the hotel a good general view is obtained of this justly admired spot. In front is the bridge, no longer of wood, which gives it its name. Across this rises the richly clad

height of Kilcarra. On our left is the equally well-wooded Ovocá valley, and beyond it the demesne of Ballyarthur. To the right of Kilcarra hill is the junction of the Gold Mines glen with the valley of the Aughrim river. There is only a small hamlet, with a little shop or two, on our right a few hundred yards off. Sheltered as Wooden Bridge is, it puts on its spring livery comparatively early, and is then delightful, though the time to see it in full array is late in the autumn when it is aglow with tints. To call it "the Balmoral of Ireland," as some have done, is utterly to mislead the expectant traveller. The two scenes have no resemblance, and it is no compliment to Wooden Bridge.

Of walks or drives in the immediate neighbourhood it might almost suffice to say, go where you will you cannot go wrong or fail to find fresh scenes of quiet loveliness. (i) One of the pleasantest is *up the Ovocá to Newbridge* and, crossing the river there, into *Ballyarthur Park* (hitherto open to visitors) which is very beautiful and borders the left bank for a long distance.

(ii) Another pleasant one is *up the Aughrim valley*, for which the branch line is available. The road follows the stream and is prettily wooded. At Coats Bridge (3 m.) it crosses to the right bank, and $1\frac{1}{4}$ m. further at Aughrim Station we can re-cross to **Aughrim** (see *Branch line, below*).

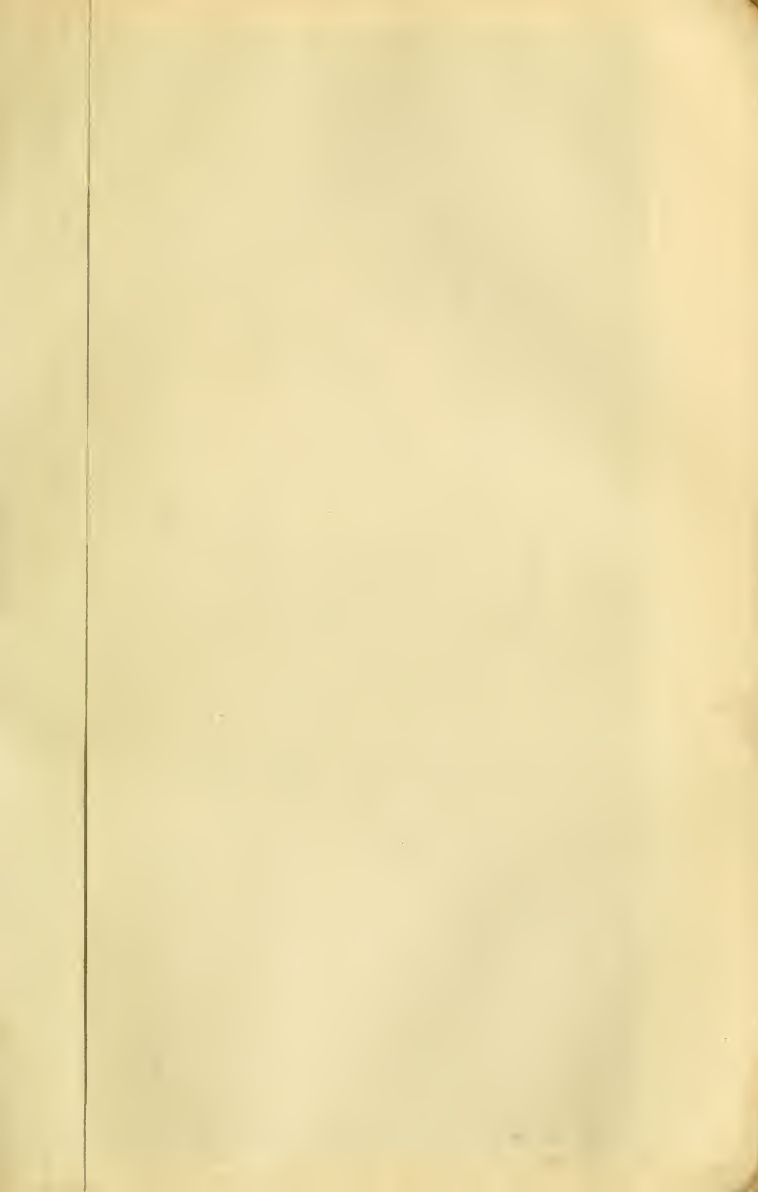
(iii) *Up the Gold Mines valley*. Cross the bridge opposite the hotel, turn to the right and then to the left up the right (east) bank of the stream and ascend by it at discretion. The road in abt. $1\frac{1}{4}$ m. turns S. up a tributary glen and is still well wooded. In this way we might keep on till abt. 4 m. from Wooden Bridge the open ground is reached and then make for the summit of *Croghan Kinshela* (1987 ft.), returning thence by the old *Gold Mines*. In 1796 **native gold** was discovered accidentally in the Ballinvalley streams at Croghan Kinshela, and the country people, neglecting the land, were occupied in collecting it for nearly six weeks, when operations were commenced under direction of the Government. Works, ~~then~~ established, ~~were~~ in operation until destroyed during the Rebellion of 1798. In 1801 the working was resumed, but as no gold was found in the solid strata, and the alluvial deposits did not afford a return sufficient to defray expenses, the undertaking was abandoned. The gold occurred in grains from the smallest size, and in lumps of considerable weight; one piece weighed 22 oz., another 18 oz., a third 9 oz., and a fourth 7 oz. Total value of gold (native and ingot) £3,675.

(iv) Wooden Bridge to *Drumgoff* and *Seven Churches* described the reverse way, pp. 33, 34.

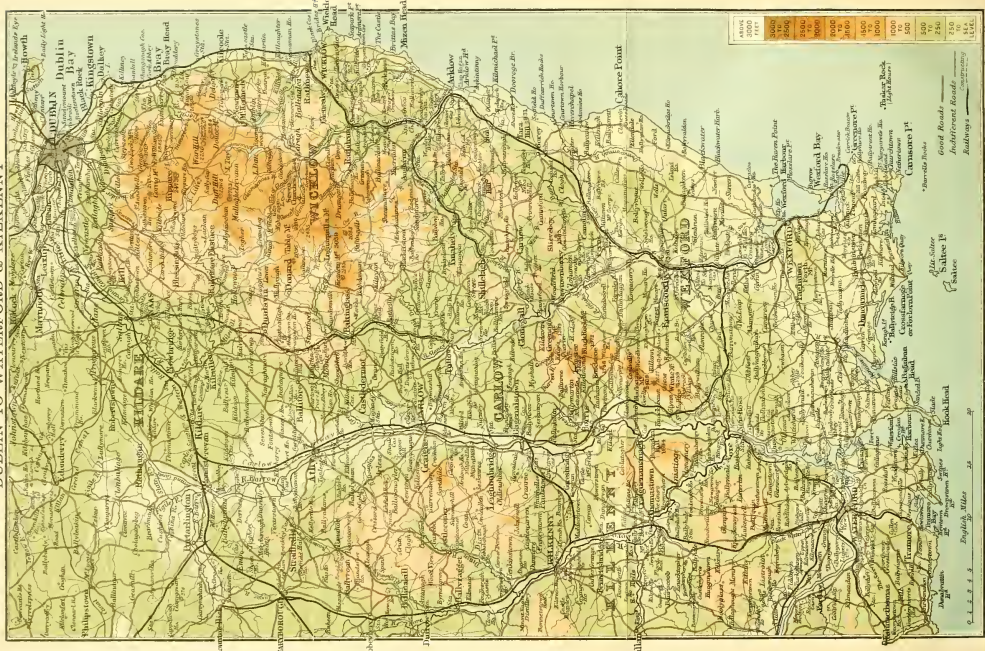
Wooden Bridge to Aughrim, $4\frac{1}{2}$ m., **Tinahely**, 12 m., **Shillelagh**, $16\frac{1}{2}$ m. by rail. This branch line runs through pretty scenery and ascends the Aughrim valley to **Aughrim** (*Meath Arms; Lawless's*), a small town $\frac{1}{2}$ m. below the junction of the River Ow with the Derry Water, which, united, form the Aughrim River. From the station we cross the river, and on reaching the town if we turn left, $\frac{1}{2}$ m. will bring us to *Roddenagh Bridge*, on the Ow, here beautifully wooded.

Aughrim is a good starting point for Drumgoff and Seven Churches. There is a choice of roads, (both interesting), as far as Drumgoff: (a) up the *Ow* valley to *Aghavannagh Bridge* (7 m.; p. 31), under Lugnaquilla, and then turning to the right to *Drumgoff* (12 m.; p. 33), or (b) by *Macreddin* ($2\frac{1}{2}$ m.) to *Greenan Bridge* (6 m.; p. 33) on the Avonbeg. This way it is $9\frac{1}{2}$ m. to *Drumgoff*.

The line onward is particularly pretty at the junction, right, of the Ow and Derry Water, and it continues up the valley of the latter to *Ballinglen* (9 m.), thence crossing the watershed to the



DUBLIN TO WATERFORD & KILKENNY



Greenisland tributary of the Slaney. *Tinahely* (12 m.; small hotel) a mile north of its station, is a pleasantly situated little town but devoid of objects of interest. The railway descends the Greenisland valley and soon becomes wooded as it skirts, left, *Coolattin Park* (Earl Fitzwilliam) to **Shillelagh** (16½ m.), the terminus of the branch, whose only claim to notice is that its once famous oak forest gave its name to Paddy's stick.

By road from Shillelagh to **Tullow** (p. 51), 9½ m.: to **Carlow** (p. 51) 19 m.

Main-line, continued from p. 29. Road, rail, and river keep company to Arklow. Just beyond the railway bridge, over the Aughrim River, the confluence with the Ovoca is on the left. The silvan character of the valley continues, and from the road looking back is Cushbawn (1318 ft.). Then, on the left we see the fine mansion and park (open to visitors) of *Shelton Abbey* (Countess of Wicklow), and on the right, but not seen, is Glenart Castle (Lord Carysfort), another beautiful demesne. **Arklow** (44 m.; Hotels: *Railway, Hoyne's*) is a rather poor town of about 5,000 inhab., near the mouth of the Ovoca, which forms a small port. It and the coast on either hand are infested with sand-dunes.

The railway again strikes inland, through commonplace country, and passes three small stations to **Ferns** (70 m.), an episcopal village of about 500 inhab., with the ruins of a castle (seen on the hill, right of the line), some fragments of an Augustinian monastery (in the R.C. bishop's grounds, which are open to the public) and a modern cathedral, quite uninteresting. The only importance of the place for the tourist is that it is the nearest station for Newtown Barry.

Ferns to Newtown Barry, 9 m. by road. Thence abt. 14½ m., by mountain road, to *Borris Sta.* This route, comparatively little known to tourists, is well worth taking as, apart from the ascent of Mt. Leinster for which Newtown is the only good starting point, the road to Newtown affords a good view of the mountains, and onward to Borris lies through the heart of them. [The usual driving road from Newtown, by *Killealy* and *Scullogue Gap* to *Borris*, is 17 m. and affords fine views.] From Ferns village we proceed N.W. to *Tombrack*, 2 m., cross the tributary valley beyond and then the hill between it and the Slaney valley, getting a good view of the mountains to the W. About 4½ m. from Ferns we join the road up the Slaney, from Enniscorthy to Newtown, and at *Clohamon* (7 m.) cross the bridge and ascend by the right bank, 2 m. on to **Newtown Barry** (Hotel: *King's Arms*). The neat little town, pop. abt. 900, is finely situated above the Slaney, that is here joined by the Clody which descends from Mt. Leinster. Immediately West rises *Mt. Greenoge* (1399 ft.) worth ascending for the fine view of the Slaney valley and the Mt. Leinster group. The Slaney is crossed by a bridge of 7 arches, and on the E. bank is *Newtown Barry House* (R. W. Hall-Dare, Esq.).

Newtown Barry to Borris (a) best driving road (*via* Killealy, 7½ m.; Scullogue Gap, 8½ m.; Ballymurphy 13 m.), 17½ m. (b) best pedestrian road (*via* Corrabut Gap, 5½ m.; Ninestones, 7½ m.), abt. 14½ m. The latter route is also the one for best **Ascent of Mt. Leinster**. Road (a) is interesting, and at *Scullogue Gap* passes between Knockroe (1746 ft.), a S. buttress of Mt. Leinster on the right, and a spur (1804 ft.) of Black Stairs (2409 ft.) on the left. Road (b) is a fine walk, whether or not Mt. Leinster be ascended. Cross the bridge

over the *Clody*, and at a divergence of roads beyond it turn to the left. Keep to that road, having Greenoge (1399 *ft.*) on N. and Black Rock (1972 *ft.*) on S., past *Kelly's Quarter*, 4 *m.*, to *Corrabut Gap*, 5½ *m.*, between Kilbrannish (1499 *ft.*) on N. and Mt. Leinster on S. [One might drive that far and economise time and energy for Mt. Leinster.] Here take mountain road on left, just short of the summit of the pass and follow it for 2 *m.* to *Ninestones*.

[**Mt. Leinster** (2610 *ft.*). At *Ninestones* a track on the left of the road may be used for about a mile in attacking the ridge and, when this is done with, the direction is nearly due S. There is no difficulty, but it is a stiff climb, and will take about 1½ *hrs.* from *Ninestones*. The view from the summit is fine and very extensive. N. E. we look right down the *Clody* valley to Newtown Barry between the flanking heights already mentioned. To the S. rises the rival height, *Black Stairs* (2409 *ft.*). To the W. we command the valley of the *Barrow*. The descent may be made nearly due S. to road (a) W. of *Scullogue Gap*, see *above*, in abt. 1½ *hrs.* About ¾ *hr.* South from the summit we reach the head of the *Aughnabrisky* valley. Leaving that on our left, a track, descending S., will enable us to strike the road at 8 *m.* from *Borris*.]

From *Ninestones* we descend in 1½ *m.* past *Mount Leinster Lodge*, left, and avoiding turns on either hand join the *Enniscorthy* and *Kilkenny* road in 2 *m.* further. Following it W. for about ½ *m.* we turn to the left for **Borris**, another 2 *m.* (p. 39). Besides the afternoon train in each direction there has hitherto been an evening mail-car to *Kilkenny* (17 *m.*, 2s. 6d.).

From *Ferns* the line continues down the valley of the *Bann* for abt. 4 *m.*, to its junction with the main valley of the *Slaney* which is followed all the way to *Wexford*.

Enniscorthy (78 *m.*; Hotel: *Portsmouth Arms*), a pleasantly situated and busy town of 5,648 inhabitants, on the *Slaney*. Its chief objects of interest are all in sight from the railway. These are the *Castle*, an Anglo-Norman keep with round towers; the *R.C. Church*, a large cruciform building with a good spire; and the bridge over the river which is navigable hence to *Wexford*. Close to the town, S.E., is *Vinegar Hill* (389 *ft.*), surmounted by a tower, also seen from the line on the left, beyond the station. It is famous for the overthrow of the rebels by General *Lake*, June 21, 1798. The large building on the left bank of the river is the *Lunatic Asylum*.

Enniscorthy to Newtown Barry, 13½ *m.* by road on either bank of the *Slaney*. The two roads are connected by *Scarawalsh Bridge*, 4 *m.*, *Ballycarney Bridge* 6½ *m.*, and *Clohamon Bridge*, 11½ *m.* For *Newtown Barry* see p. 37.

The rail now keeps close to the *Slaney* on its right bank and, after crossing the *Boro*, we see across the former river the single tower, known as *Black Castle*, the relic of a *Franciscan* monastery whose estates were leased to *Spenser*, the poet. *Edermine* (Sir J. T. Power, Bart.) is on the same side near *Edermine Ferry Station* (81 *m.*), and then comes *Macmine Junction* (83 *m.*; Ref. Rm.), where the *Waterford* line diverges westward—for continuation to *Wexford* see p. 39. *Palace East* (93¾) is only a junction with G.S. & W. R., below. The chief feature onward is **New Ross** (102; p. 47), well seen across the *Barrow*. For **Waterford** (116 *m.*), see p. 41.

Palace East to Borris, 12¾; **Bagnalstown**, 20¾; **Kilkenny**, 35½ *m.* Onward from *Ballywilliam*, fine views, right, of *Blackstairs* (2,409 *ft.*) and *Mt. Leinster* (2,610 *ft.*).

Borris (*Commercial Hotel*; evening mail-car for Kilkenny 6.30; 17 m., 2½ hrs., 2s.) is a delightful village on the E. bank of the Barrow, adjoining Borris House (W. M. Kavanagh, Esq.). It is the W. end of the fine route (p. 37) through the Mt. Leinster group to Newtown Barry.

Ascending the valley of the Barrow the only object calling for notice is, on the left, the ruin of Ballyloughan Castle, a square keep with round towers. At **Bagnalstown** (*Ward's Hotel*, a good inn, 7 min. from station; 'bus or car) there is nothing to see except the elegant church spire, but the non-fitting of trains to Kilkenny may afford time for refreshment. For **Kilkenny**, see p. 52.

The line from Macmine Junction to Wexford follows the left bank of the tidal Slaney, passes the village of *Killurin* (86 m.), and alongside the estuary reaches **Wexford** (93 m.; Hotel: *White's*; 'bus; pop. abt. 11,000), on a hill overlooking the Harbour, abt. 5 m. from the open sea. The place is old fashioned, and as a port is inconsiderable (*weekly steamers to and from Bristol, single fare 15s.; to and from Liverpool, 12s. 6d., 6s.; return cabin 18s.*). A branch line, 8¾ m., connects it with *Rosslare Harbour*, formed by a breakwater, on St. George's Channel. The objects of interest for the tourist are the remains of the *fortifications*, consisting of portions of wall and some towers; the ruins of *Selskar Priory*, founded in the 12th cent. at the W. end of the town, adjoining the Protestant Church. The *R.C. Church* (by Pugin), a fine building connected with *St. Peter's College* on Summer Hill above the town. Lemuel Cox's bridge is now represented only by its stone part. A new bridge has been built less than ¼ m. higher up the river.

Wexford was founded by the Danes in the 9th cent., and was held by them down to 1169, when it was taken by united forces of Robert Fitzstephen and Dermot M'Murrough, king of Leinster. The latter had been expelled from his dominions and sought help from Henry II. to recover them, see *Waterford*, p. 41. This, the beginning of the English rule in Ireland, lends its interest to Bannow, p. 46. The inhabitants of Bargy and Forth, the two baronies between Wexford and the S. coast, are the descendants of Pembrokehire settlers who then came over.

Wexford to Lady's Island Lake (Broadway). Choice of routes, (i) by direct road (*via* Killinick, 6 m.) to Broadway, 10 m.; (ii) by mail-car road (*via* Killinick and Tagoat, 9 m.) to Broadway, 11½ m. The mail-car leaves Wexford P.O. abt. 6 a.m. and goes on to Churchtown, a village 3 m. beyond Broadway on the coast. It starts back from Churchtown about 4.20 p.m. We leave Forth Mountain (776 ft., some way to the W., and at *Killinick* (5 m.) are at the head of a large tract of Wexford Haven reclaimed from the sea. Passing to the left of Killinick Church, the Tagoat road diverges on the left. For the direct road we keep to the right, and avoiding roads right and left further on, proceed nearly due S.E. to *Broadway* (9 m.) which is only a trifling distance from the head of Lady's Island Lake, which is salt and connected with the sea abt. 2 m. W. of Carnsore Point. Its length is nearly 3 miles, and besides the promontory, known as Lady's Island, there are one or two islets. The ruins consist of a keep, 13th cent.; a tower; and the remains of a monastery, all close together on the isthmus.

Wexford to Rosslare Harbour, 9 m. in about 40 min. by train. This line has little interest for the tourist, but shortly, when Fishguard (or rather Goodwick) Harbour is completed it will be a link in the new G.W.R. and G.S. & W.R. through route.

LONDON TO NEW MILFORD AND WATERFORD.

(By the Great Western Railway.)

Express train from Paddington on weekdays at 4.30 p.m. in connection with steamer from **New Milford** (*South Wales Hotel* near station). Average passage $6\frac{1}{2}$ hrs. (4 hrs. on open sea). Return Tourist Tickets between London and Waterford, 76s., 52s., 33s. 6d.; the last is by fore cabin on steamer. Saloon 5s. extra each way, payable on board. At New Milford a covered way leads to the steamer. At Waterford the landing place (Adelphi Wharf) is abt. 3 min. walk from the principal hotels, but on the return voyage the steamer starts from North Wharf, close by the Joint Station, at 8.30 p.m. Omnibuses and cars meet the steamers—*see opposite page*.

Remarks. This is an admirable route. The steamers belong to the G.W.R. and are comfortable sea-boats, while for qualmish people the open-sea transit, though 2 hrs. longer than on the Holyhead route, is often less trying, since the run down the landlocked waters of Milford Haven may find them asleep, to awake only on entering the calm reaches of Waterford Harbour. Milford Haven, except on moonlight nights, will only show its many fishing-boat lights and the light-houses on Great Castle Head and St. Ann's Head, both on the right hand. Then after passing the *Smalls L.H.*, left, the Tuscar L.H. soon appears on the right-front.

The first land sighted is probably the Saltee Islands, on the right of our course; then, as we near the mainland, appears Hook Tower (lighthouse) on Hook Head, the end of a long promontory, forming the E. boundary of the entrance to Waterford Harbour. After passing it, the village of Churchtown is on the right, while in a break in the cliffs on the W. side is Dunmore (p. 44). Beyond this Creadan Head runs out from that shore. Beyond it, on the E. side, we pass in succession Duncannon (p. 45) with its little fort and lighthouses perched on a projecting cliff, Dunbrody Park (Lord Templemore), the villages of Arthurstown and Ballyhack (p. 45), while opposite is Passage (p. 45). Here the Harbour proper ends, and we ascend the river. Buttermilk Castle, a small ruin, appears on the E. shore, and then Dunbrody Abbey (p. 45) is conspicuous on the low ground, nearly a mile back from the river, on that side. Next we reach the *confluence of the Barrow and Suir*, and our course turns S.E. up the latter, which all the way to Waterford is very beautiful, especially on a summer's morning. On the right is Snow Hill, one of the many seats of the Power family; on the left the wooded steep of Cheek Point. Then, left, Faithlegg House and, right, Bellevue (both Power seats). Here we take the channel on the N. of Little Island soon after passing which Waterford appears. The steamer ends its voyage at the quay on the left hand, just beyond and nearly opposite Cromwell's Rock (p. 42).

Waterford.

Approaches : *by sea* from New Milford (p. 40) ; Bristol, Glasgow, Liverpool, Plymouth, Southampton, and London ; *see p. 2.*

Railway Stations : *Waterford* (G.S. & W.R. and D.W. & W. joint), on the N. bank of river, close to the bridge ; *Tramore*—from Reginald's Tower go up the Mall and its continuation, Parnell Street, and take the second turn to the left, beyond St. John's Church.

Hotels : *Imperial* and *Adelphi*, in the Mall, close to the Quay.

Granville, by the Clock Tower ; *Breen's*, opposite the S. end of the bridge—both on the Quay.

Post Office (on the Quay, a little to the left coming from the Mall) : English mails *del.* 7 and 11.10 a.m. ; *desp.* 3.5, 6.15, and 9.20 p.m.

Car-fares : within the borough and not crossing the bridge, 6*d.* each passenger. If the bridge is crossed then 6*d.* extra per car, which includes toll. By time, 1*s.* 6*d.* first hour, and 6*d.* each half-hour afterwards. Double fares between 10 p.m. and 8 a.m. Between hotels and *Tramore* Sta., 6*d.* ; W. & L. Sta. (including bridge), 1*s.* ; *Dungarvan* Sta., 1*s.* ; inclusive of 42 lbs. of luggage.

Omnibuses from steamers or hotels to railway stations, 6*d.*

Mail-cars, Public-cars or Steamers to and from Ballyhack, Dunannon, Dunmore, Fethard and New Ross.

Distances : New Ross, 14 ; Glenmore, 8½ ; Dunmore, 11½ ; *Tramore*, 7¼ ; *KilmacThomas*, 15¼ ; *Carriek-on-Suir*, 17.

Waterford (pop. 27,947) presents its best face to the traveller arriving by rail or river. Its noble waterway, the Suir, along whose S. bank the city is built, and the lofty spire of the Protestant Cathedral, conspicuous in all views, make up a pretty picture. On nearer acquaintance it will be found that with the exception of the Quay, a mile long, and the Mall, the street leaving the Quay at Reginald's Tower, the place is composed of narrow dingy streets showing everywhere manifold traces of departed prosperity. Even on the Quay are only too many evidences of diminished trade, though it is still one of the principal out-ports for stock and pigs and dairy produce, and business has improved of late years. The objects of interest for the tourist are both few and unimportant, a fact the more surprising seeing that the city has a history of at least 1000 years.

Waterford was founded by the Danes about 853, who fortified it, enclosing a triangular area of about 15 acres, having its base on the Quay, its N.E. angle being at **Reginald's Tower** (p. 42). When Dermot M'Murrough, king of Leinster, was driven from his kingdom in 1167, he went to Henry II., under whom he promised to hold his dominions if he would help him to regain them. Under letters from Henry, M'Murrough came to terms with Richard de Clare, better known as "Strongbow," the main point in their agreement being that Strongbow, now an impecunious widower above 50 years of age, should have Eva, M'Murrough's daughter to wife and be declared heir of Leinster. The compact was kept. The earliest of the Anglo-Normans crossed to Wexford in 1169. Strongbow landed at Waterford in 1170, took it, married Eva, and a few months

later, on the death of M'Murrough, succeeded to his principality and to a good deal more which by Anglo-Norman prowess had been added to it. Henry II., jealous of his great subject, landed at Waterford, October 18, 1171, Strongbow made his peace with him, and the king, after receiving the submission of the Irish chiefs, left the island in 1172. The walls of Waterford were after this extended. Owing to the preponderance of English adherents within the city it never afterwards joined in rebellion, and Perkin Warbeck (1492) in vain besieged it. A shot fired from his ships is embedded in Reginald's tower. The town adhered to Charles I., and Cromwell, in 1649, failed to reduce it, but it had to yield to Ireton in 1650. William III. occupied the place without serious resistance July 21, 1690. Since then no great event has marked its history. Its loyalty to the Crown is said, however, to be no longer "intacta," thanks to Nationalist propaganda.

At the corner of the Mall on the Quay is *Ring or Reginald's Tower*, which was restored in 1819, but dates back to 1003, when it formed the N.E. angle of the city walls (see small print p. 41). Other remains of the fortifications will be found close to the Tramore Station. The (Church of Ireland) *Cathedral* behind the Town Hall, in the Mall, occupies the site of the Danish Cathedral built in 1096. It has a lofty spire was re-built in 1773, and has (1891) been partially restored. The Church of St. Olaf, of Danish foundation, is a few yards N.W. of the Cathedral—both hideous. The modern R.C. Cathedral in Baronstrand Street (which leaves the Quay at the Clock Tower) is worth seeing. From Beresford Street, follow John Street across the bridge. There is a small *People's Park* on the E. of the city, across John's Pill, but being on low ground it commands no views.

Walks and View-points. The short walk up the Quay and across the Bridge, originally built by Lemuel Cox in 1793 and 745 ft. long, should be taken by everyone. For a good general view of the city and its surroundings there are three view-points. (i) *Mount Misery*. Cross the bridge to the Kilkenny side of the river, turn left and proceed past the passenger station to the goods station. Opposite the entrance cross the stile, ascend the rough lane and turn to the right. It is hardly worth while going to the top of the hill, as the view thence is no better than from the hill-side. (ii) *Cromwell's Rock*, on the Kilkenny shore nearly opposite the landing place from the G. W. R. steamers. This can be reached either by turning to the right when across the bridge or by crossing the ferry from Tower Stairs close to the Adelphi Hotel. The view is, perhaps, more pleasing than from Mount Misery. (iii) *Gaul's Rock* (p. 43).

Excursions from Waterford.

Remarks. As Waterford is the point of arrival and departure of many English tourists we here give one or two excursions which would be equally or perhaps more easily made from New Ross. When any of the following excursions can be readily combined we indicate the way to effect this at the end of the separate descriptions. For the best of the excursions, proper to Waterford, two days would suffice.

1. To **Tramore** by rail, $7\frac{1}{4}$ m. (1s. ; 8d. Ret. 1s. 6d. ; 1s. No 2nd class). The railway journey has no special features. The little town (*Grand Hotel*, 5 min. from Sta.; *Marine*, at the Sta.) is much visited by Waterfordians for golf. The bathing is safe just below the town, the sands are firm, and there is a considerable choice of unpretentious lodgings. The R.C. Church (the loftier of the two spires) is worth a visit. The town (pop. abt. 1,850) occupies rising ground at the N.W. corner of *Tramore Bay*, over which the view is very pleasing ; the country inland is devoid of interest.

The **best walk** from *Tramore* (car abt. 1s. 6d.) is to *Great Newton Head*, 4 m. there and back. Ascend from the station towards the Church (*Drumcannon*) on the S. outskirts. In the Churchyard, close to the road, is a monument to the crew of the *Seahorse* (see below.) We need not, however, go as far as the church, but take the cliff path, *Doneraile Walk*, which begins at a handgate on the left just short of it. This leads along the verge of the cliffs to the *Cliff Road* which, at about $1\frac{1}{4}$ m. from station, brings us to *Newtown Cove*, down which the road descends steeply to the beach. If instead of descending we keep on across the dip it is only a few minutes' ramble over the turf to **Great Newtown Head**, crowned by three beacons, one of which is surmounted by an iron figure 14 ft. high, known as the **Metal Man**, a beacon to warn mariners not to mistake the bay for the entrance to *Waterford harbour*. Under the headland is a large cave, and a path down the cliff enables one of its mouths to be seen, but a boat is required to visit it. From the beacons the point E. across the bay is *Brownstown Head* with two beacons. Westward is *Helvick Head* and in the distance beyond it *Mine Head* and *Ardmore Head*.

In this direction it is a pleasant stroll of $1\frac{1}{2}$ m. to *Garryrisk Strand* and 1 m. more to *Ikane Strand* with its offlying islet. A full 2 m. W. of this is the little village of *Amnestown*. (Along the cliffs to *Bunmahon* is about 5 m. and thence to *Kilmachthomas Station* 6 m. more by road.) Thence the return to *Tramore* may be made by *Dunhill Castle* (abt. 1 m.), a ruin perched on a rock with the ruin of a church hard by it. About $2\frac{1}{2}$ m. N.E. from here is *Ballyscanlan Lough*, overlooked by a fir-clad hill on the E. The lake is abt. $\frac{1}{4}$ m. long. Hence by lane and cart-track, abt. $1\frac{1}{2}$ m., and then $1\frac{1}{2}$ m. by a dull road we re-enter *Tramore* past the R. C. Church.

Eastward from *Tramore* is its strand, and above the beach we can ramble along in view of the sea to the **Burrows**. On the way we pass first the *Life Boat Station*, and then a tomb (restored in 1881), commemorating the wreck of the *Seahorse*, 30th January, 1816. On the flat to the left is the racecourse. The *Burrows* or *Sandhills*, abt. 100 ft. above high water-mark, divide the bay from the *Back Strand*, a salt lagoon that has been in part reclaimed from the sea. Bathing from the beach along this part of the coast is apt to be risky.

Tramore to Brownstown Head and Dunmore, 11 m. Proceed to the end of the *Burrows* and hail the ferry-boat. From the landing-place, *Lisselty*, it is about 2 m. to *Brownstown Head*, with its two Beacons. It commands a good coast view, the limit eastward being *Hook Head* (Lighthouse) on the far side of the mouth of *Waterford Harbour*. From *Brownstown Head* to *Dunmore* is $5\frac{1}{2}$ m. through the village of *Ballymacaw*. For *Dunmore* and the cliff-walk from it westward, see p. 44.

2. To **Dunmore**, $11\frac{1}{2}$ m. by road (car abt. 5.45 a.m. and 4 p.m., returning at 9 a.m. and 5.45 p.m. Additional conveyances in summer. Fare each way from 1s.). Leaving the city by the *Passage road* we pass, right, the Protestant Orphanage with *Gaul's Rock*, a good view-point, rising behind it. About $2\frac{1}{2}$ m. further we quit the *Passage road* and turn to the right. At $6\frac{1}{2}$ m. from *Waterford* is the point of divergence of the old and new roads to

Dunmore. The former crosses *Carrickfadda Hill* and should be taken by the pedestrian, who will save something in distance and get a view of Waterford Harbour and of his destination. Driving, we take the right hand or new road, and almost immediately have on our right *Belle Lake* (Bally Lough), abt. $\frac{1}{2}$ m. long. Just before entering **Dunmore** a lower road leads direct to the shore; an upper one, which we follow, passes the church, right, and a small Public Garden, left, on the way to the *Hotel*. Below this is the harbour and pier (200 yds. long, with a lighthouse). Before the days of steam, Dunmore was the packet-port from Milford, and it is still a rendezvous for yachts. It is a pleasant, scattered, little bathing-place of about 350 inhab., with villas and lodgings, the latter in some request during the summer. S. of the Pier is *Black Knob* with *Merlin's Cave* easily accessible. *Kelly's Island*, joined to the mainland, helps to shelter the harbour.

Dunmore to Tramore, 11 m., by the coast. Ascend the cliff and follow the path. In about $\frac{3}{4}$ m. is *Bishop's Hole*, a funnel formed by the falling in of the head of a sea-cave. It is about 100 ft. deep and protected by a wall. Following the cliff top we reach, $\frac{3}{4}$ m. further, the little harbour of *Portally*, and 1 m. more brings us to the promontory of *Swine Head* and the off-lying *Falskirt Rock*. Thence it is $1\frac{1}{2}$ m. to the village of *Ballymacur*. For the rest of the route to Tramore, see "Tramore to Dunmore," p. 43.

Dunmore to Creadan Head, abt. 3 m. from the Hotel, *by the cliffs*. The Head is a promontory, nearly a mile long, projecting into Waterford Harbour. At its extremity, on the N. side, some steps lead down to the entrance of a cave, which can only be entered by boat. The road from Dunmore goes through *Killea*.

3. To **Cheekpoint Hill** (434 ft.), abt. $6\frac{1}{2}$ m. This good viewpoint is on the Waterford side of the river, near the confluence of the Suir and Barrow. Follow the road to Passage for abt. 4 m., then take the old road—i.e., turn down, right, and go under new road—which ascends steeply, and (5 m. from Waterford) passes, left, the entrance to Faithlegg Park. About a mile beyond, when the river comes into view, leave the road on the left-hand side, and ascend the hill, 10 min. walk to summit, marked by blocks of conglomerate. **View:** W., Waterford Cathedral spire, and in the distance the Comeragh range. To the right of the latter Slievenaman; to the N.W. is Tory Hill; N.E. Slieve Coiltia (double topped), and in distance Mt. Leinster and Blackstairs. To the E. is Forth Mtn., near Wexford; S.E. Duncannon, and more to the S. Creadan Head and Hook Lighthouse. At our feet is the steeply bounded Suir, but the Barrow is not seen from the summit. It comes into view from the N. end of the hill, and on the low ground is seen Dunbrody Abbey (*below*). The village of *Cheekpoint* is without attractions, but from it a boat might be taken to the Abbey if the tide served. From Cheekpoint to **Passage** (*below*) by the rough cliff road is abt. 2 m. The driving road makes a détour inland.

4. To **Dunbrody Abbey**; abt. 3 m. from Ballyhack, $9\frac{1}{2}$ m. from New Ross, by road. The Abbey being situated on a tidal pill, with muddy banks, the trip by boat from Waterford is best made as

follows: leave Waterford a little before low water, enter the Pill with the tide, and land about $\frac{1}{2}$ m. from the Abbey. The 3 p.m. Duncannon steamer, from Waterford to Ballyhack, for the outward journey, and the 6.10 p.m. mail-car back from Passage (7 m., 9d.), afford opportunity for a flying visit, if a car, to the ruins and back, be taken at Ballyhack (*see below*).

By land Dunbrody is easily reached from Waterford as follows. Take car (7 m.) to **Passage** (2 Inns), a small town of about 600 inhab., on the Waterford side of the river, at the head of the Harbour. Here a spit, bare at low water, has at its E. end a spider-legged lighthouse. From Passage take the Ferry ($1\frac{1}{2}$ d.) to **Ballyhack** (Inn), a fishing village, on the Wexford side, and proceed N. by the New Ross road to the Abbey, which is on the left, just short of the Pill; abt. $5\frac{1}{2}$ m. there and back from Ballyhack.

Dunbrody Abbey was founded in the 12th cent. for Cistercians. Its situation is rather desolate, but the ruins are among the finest of their kind, not only in Wexford, but Ireland. The church is cruciform, with a central tower, and the E. window is a lancet triplet of grand proportions. A considerable portion at the W. end fell about 1855, but more recently some care has been taken to arrest further decay. The chevron mouldings of the pointed nave arcades should be noticed. Stairs at N.W. of crossing lead to the central turret—fair view. *Buttermilk Castle*, a tower on a rock overlooking the river, and already noticed in arriving at Waterford, by sea, is supposed “to have been used by the monks for the protection of the fishery, which they enjoyed in this portion of the estuary.”—*W. F. W.*

The return to Waterford might be made by *Ballinlaw Ferry*, 4 m., the road from which in 3 m. joins the New Ross road, abt. $1\frac{1}{4}$ m. short of the Adelphi ferry at Waterford.

The traveller bound for Duncannon, &c., see next excursion, can proceed from the Abbey, 5 m. direct, by the left hand road, $\frac{1}{2}$ m. S. of the ruins.

5. To **Ballyhack** (for Tintern Abbey, $6\frac{1}{2}$ m., or Clonmines, 9 m.), **Duncannon** and **Fethard** (for Bannow, 2 m. and then by ferry-boat).

Means of access : Steamer (weekdays), Waterford to Duncannon, 3 p.m., returning at 8.30 a.m. A Fethard car meets both steamers. Mail-car from Waterford morning and afternoon to Passage, 9d.; thence ferry to Ballyhack, and on by mail-car through Duncannon to Fethard. Return cars leave Fethard morning and afternoon (Waterford and Fethard, each way, 1s.)

For *Passage* and *Ballyhack*, see Exc. 4. From Ballyhack to Duncannon is 3 m.; the road passes through *Arthurstown*, 1 m., and, turning to the right beyond the village, skirts Dunbrody Park (Lord Templemore), which can be visited—apply to the agent in Arthurstown. **Duncannon** (Inn) is a village on the Wexford side of the haven, and on the projecting cliff is a small fort. The place was seized on by Raymond le Gros, who landed a little in advance of Strongbow and fortified it. Since then it

has of course been reconstructed, but it still forms one of the defences of Waterford as its guns command the deep water channel close below. A good many excursionists and a few summer visitors consider it a watering-place. From Duncannon to **Fethard** (Inn) is $5\frac{1}{2}$ m. This healthy spot is nearly a mile from the sea, but attracts summer visitors. The apocryphal "buried city" of **Bannow** can be visited by walking 2 m. to the end of the spit projecting into Bannow Bay and thence crossing by boat. The old church and graveyard are all that is left, but these do not favour the popular tradition. Another walk from Fethard is to *Baginbun Head*, $1\frac{1}{4}$ m. to the S. It shows remains of entrenchments on the rock. Hereabouts the Normans first landed, 1169. From Fethard to *Slade* or *Churchtown*, little fishing villages on the E. & W. sides of the Hook Head promontory, is about $5\frac{1}{2}$ m.; from the latter it is another mile to *Hook Tower* (Lighthouse: fixed, white, visible 16 m.).

Ballyhack to Tintern Abbey, $6\frac{1}{2}$ m. (4 m. from Fethard). Follow the Wexford road for $2\frac{1}{2}$ m. from Arthurstown, and then take the right-hand road. **Tintern Abbey**, the site now partly occupied by a private residence, was founded early in the 13th cent. by William Marshall, Earl of Pembroke (d. 1219), who was shipwrecked on this coast in 1200. It was furnished with monks from the famous abbey on the Wye, hence its name. The remains are slight and in private grounds, but no courteous visitor is refused admission.

An interesting group of antiquities will be found at **Clonmines** (4 m. from Tintern; 9 m. direct from Ballyhack), at the mouth of the Corroek, at the head of Bannow Bay. They consist of the ruins of a Dominican Priory, Black Castle and Cow-boy's Chapel.

Waterford to New Ross, by rail, 14 m.; by road, 15 m.; by steamer (weekdays) at 3.30 p.m. The return steamer leaves New Ross at 9.15 a.m.

By road. This is dull at first, the only feature passed being Carriganore Rock (446 ft.), on the left. About 7 m. from Waterford the scenery improves as we reach and follow the valley of Glenmore, descending to the bank of the Barrow (11 m.), which is ascended for about a mile. Then the road leaves the water and, presently crossing a tributary brook, joins it again at *Rosbercon*, now the railway quarter of New Ross, with the ruins of an old church. A good bridge, replacing the wooden one built by Lemuel Cox, destroyed by ice in Jan. 1867, connects it with **New Ross**, p. 47.

By steamer. This route is sufficiently described, p. 40, as far as the confluence of the Suir and Barrow. There turning left round Snow Hill and in view of Dunbrody Abbey, right, we ascend the latter river past White Horse Rock to Ballinlaw Ferry. Here the river turns sharply to the right, and its banks are featureless, with much mud at low water. The round top seen from time to time, on the right, is Slieve Coiltia, 888 ft. Approaching our destination, the iron bridge (*above*) comes into view.

New Ross (*rail viâ Palace East; Hotel: Royal*) is a rather important business town of 5,000 inhabitants. It was founded by Isabella, Strongbow's daughter, and its name distinguishes it from Ross, now Old Ross, a village 5 m. to the E. Of its fortifications, the principal relic is the N. or Bishop's gate. The town, on a steep hill-side (good view atop), is a convenient base for exploring the beautiful scenery of the Nore and Barrow, which unite their waters about 3 m. above the town. Steamers run between New Ross and Waterford.

New Ross to Dunbrody Abbey (p. 45), $9\frac{1}{2}$ m. by road. down the left bank of the Barrow. The abbey is on the right, just beyond a creek.

New Ross to Inistioge (for **Woodstock**), 11 m. (12 m. by water), and **Thomastown** (for **Jerpoint Abbey**), $5\frac{1}{2}$ m. more, by road. This is a delightful route up the Nore valley. *By boat* (taking advantage of the tide) is the pleasantest way to Inistioge, the Nore being the left-hand stream at its confluence with the Barrow, 3 m. above New Ross bridge. In this way you pass under Woodstock (*below*), just short of Inistioge.

By road you at once ascend above the left bank of the Barrow, and passing in about a mile, the keep of Mountgarrett Castle, in a field on the right, have a good view of the meeting of the Nore and Barrow. Then you descend to the latter and cross it, the road turning to the left, in a N.W. direction, beyond the bridge. At 4 m. from New Ross, the road to **Graigie** (*Anchor*; some interesting remains of a Cistercian, 13th cent., Abbey) diverges on the right, but we keep straight on, passing, left, at a pretty wooded dip, Ballinabarney, and then crossing a tributary stream, 7 m. Approaching the Nore, Woodstock (Col. Tighe) is on the opposite bank, and we cross the river by a picturesque bridge to **Inistioge** (11 m.; pron.: *Innis-teeg*. Hotel: *Cody's*), a delightfully situated village. Here was founded, in 1210, an Augustinian monastery, of which two towers, one incorporated with the *Parish Church*, the other the "Priory Tower," remain. The latter has been adapted as the mausoleum of Lieut.-Col. Tighe (*d.* 1878). In the churchyard is the mausoleum of Mrs. Mary Tighe (*d.* 1810), the author of "Psyche." Her effigy is by Flaxman. There is a tablet to Lieut. Hamilton, V.C., a native of Inistioge, in the church. He was one of Sir L. Cavagnari's mission, massacred by the Afghans in 1879. Into the wall of the yard of the R. C. chapel, adjoining the churchyard, are built portions of tracery from the old church.

Woodstock (*enter by the gate of the Lower Avenue, close by the river, to the S. of the village*), the seat of the Tighe family is, as regards the beautiful park, freely open to visitors. The timber is very fine, and charming walks make it a perfect place for picnic folk, for whose use there is a round room at the "Red House," an ivied cottage, at the far end of the Lower Avenue. About half way to it is passed Teddington Cottage, overlooking the river. Another rendezvous is the Swiss Cottage, 2 miles from the village, where a "Visitors' Book" is kept. The mansion (not shown) is a large substantial house, of no architectural pretensions. On the wooded hill behind it is a tower.

Another walk from Inistioge is to the summit of **Brandon Hill** (1694 ft., abt. 5 m.). For this cross the bridge and turn to the left, the Graigne road, and in abt. 3 m. turn to the right and ask for the path leading towards the hill. The view is delightful of the Nore and Barrow valleys, the hill rising sharply from the latter. N.E. lies Graiguenamanagh, S.E. St. Mullins, while beyond the Barrow, between these points, tower Mt. Leinster and Blackstairs.

It is a picturesque $5\frac{1}{2}$ miles from Inistioge, by road crossing the Nore at *Brownsbarn Bridge*, to **Thomastown** (*Keefe's Hotel*), now a village of about 1,000 inhabitants, with a station (11 m. from Kilkenny) on Waterford and Central Ireland Railway. Formerly (before the silting up of the Nore which is now only navigable to Inistioge) it was a walled town of some importance, and there are still flour-mills and a tannery. The *Protestant Church*, in the main street, is said to occupy part of the site of a Dominican Priory, to which the fragment of a church (seen from Pipe Street) is assigned, but the existence of such a priory is doubtful. In the *R.C. Church* is the high-altar from Jerpoint.

Jerpoint Abbey ($1\frac{1}{2}$ m. S.E. from Thomastown by the road over the bridge) is among the most interesting ruins in Ireland. It was founded in 1180 for Cistercians by Donogh, Prince of Ossory (d. 1185), and a great part is of that date, the style being transitional Norman. The east window of the choir, which retains some tracery is Decorated, and the superstructure of the fine tower, with curious battlements and corner turrets, is assigned to the 15th century. The tomb, commonly said to be that of the founder, who was buried here, is really some 300 years later. It has two effigies, and by the man's side is his harp. The destruction of the abbey is traditionally ascribed to "Silken Thomas," son of the Earl of Kildare, who, on the reported murder of his father in London, rebelled but was afterwards taken and executed, 1537. Dr. Ferguson comments on "the foreign look" of this abbey, and compares the battlements to those found in Italy.

Waterford to Mallow by rail.

Distances : Dungarvan, $28\frac{1}{2}$ m ; Cappoquin, 39 m ; Lismore, 43 m ; Fermoy 58 m ; Mallow Junction, 75 m.

Leaving Waterford, from the Joint Station, the line ascends the left bank of the Suir, and then crosses it. The line intervenes between Mount Congreve, left, and the river, as we quit the latter at a pretty spot, with a ruined tower, right, just short of *Kilmeadan*, 6 m.

Mount Congreve demesne is very pretty and open to the public. It is about 6 m. by road, or boat, from Waterford.

Portlaw, $4\frac{1}{2}$ m. N.W., was till recent years a flourishing seat of cotton mills, but is now sadly decayed and with a population under 1400, a third of its numbers in 1861. Close to the town is the main entrance to **Curraghmore** (Marq. of Waterford ; order from Estate Office in Waterford), where the policy of the Nationalist party led to the suppression of the famous hunting stable, which commonly numbered 70—80 horses in condition, and, with the 30—50 gentlemen who hunted with the hounds, was a source of great profit to the district.

The country is uninteresting as far as *Kilmacthomas* (15 m. ; Inn ; station for Bunmahon, 6 m., where the mines, which were abandoned

in 1882, represent the wreck of copper-mining industry in South Ireland), a village on the Mahon stream. Hence it is 7 *m.* by road to the *Ire* stream (car there and back, 6s.; or, allowing time to visit the lough, and through to Carrick-on-Suir Station, 14½ *m.*, 10s.), the point of divergence for Coumshingaun Lough (*p.* 145). The hills now approach nearer, the summit N. from the station being Croghaun, while more to the W. rise the bulky Comeragh Mts. (2,597 *ft.*), whose southern spurs are on our right for some miles. The small river Mahon is also on that side. Crossing the *Tay* we reach *Durrow and Stradbally*, 22 *m.*—the latter village is abt. 3 *m.* off near the coast (lodgings). Then passing through a short tunnel and crossing the *Dalligan* we see the viaduct carrying the road, left, and come in sight of the sea and follow the low cliff on which, left, is the tower of Clonea Castle. Next there is a ruined church, right, and an earthwork, showing the fosse, left. Nearing Dungarvan we see, left, *Abbeyside*, prettily timbered, and, in view of Dungarvan Castle, cross the river to (28½ *m.*) **Dungarvan** (Station 7 *min.* from the town, up the river; hotel: *Devonshire Arms*), an important market town of 5263 inhab., on Dungarvan Harbour at the mouth of the Colligan. The ruined keep of King John's Castle is a mere shell. At *Abbeyside* on the opposite side of the harbour are the remains of an Augustinian monastery, now part of the R. C. Church, and the keep of a castle.

Resuming our journey, beyond *Cappagh* (35 *m.*) we cross the river Finisk and the Knockmealdown range comes into view, right. Then nothing requires mention till we reach **Cappoquin** (39 *m.*; *p.* 78). The Station is ½ *m.* from steamer-landing. Cross the road bridge and go under the railway bridge.

For continuation of rail to Mallow, see p. 80; for steamer route down the Blackwater, to Youghal, see p. 76, where it is described in the reverse direction.

Dublin to Baltinglass. 42 m., and Tullow, 52 $\frac{3}{4}$ m.

As far as *Sallins*, 18 m., see p. 55. For another route to Pollaphuca see p. 15.

There is no striking scenery on this branch, and its chief importance for the tourist is, that two or three of its stations afford starting points for approaching the Wicklow Mountains from the west.

We turn sharp to the left from the main-line just beyond *Sallins*, and see Oldtown House, right, as we near **Naas** (2 m.; *Royal Hotel*), a garrison town (pop. 3,735) on the Herbertstown branch of the Grand Canal. The lofty tower and spire of the church are conspicuous from the railway, but except for visitors to the Punchestown Steeplechases of the Kildare Hunt (about the middle of April) the place has few attractions. The remains of Naas Abbey and of the rath of the kings of Leinster may be seen. The Union Workhouse is on the right as we start again. *Harristown* (8 m.) is the nearest station for Pollaphuca Falls (Liffey).

Harristown Station (by the Falls of the Liffey) to Seven Churches, 21 m. This is an excellent approach to the Seven Churches and easy to follow. Proceed E. from the station to the village of *Ballymore Eustace* (2 $\frac{3}{4}$ m.; Inn: Byrne's), in a pretty neighbourhood on the north bank of the Liffey. Go up the village past the church, and keep straight on for 1 $\frac{1}{2}$ m. till you join the Blessington road. There turn to the right and follow the road and tram line to the bridge over the Falls of the Liffey at **Pollaphuca** (*Hotel*) which gets its name from the pool at the foot of the principal fall (Puck's pool, *Poul-a Phooka*). The scene here, really grand after rain, is always beautiful. Beyond the bridge you can either continue along the main road for about 2 miles, and then turn, left, through *Hollywood* village or (slightly shorter) turn to the left 200 yards from the bridge and, $\frac{1}{4}$ m. further on to the right. At *Hollywood* take the road, left, up past the Parish Church. It at once enters the hills, and after crossing a minor *col* to the bridge over the *Kings River* (3 m. from *Hollywood*) steadily ascends the right bank of that stream for 7 m., to its source at *Wicklow Gap*, above which *col*, left, rises *Thonelagee* (2684 ft.; for its ascent, from *Seven Churches*, see p. 32). From the Gap it is a steady descent of about 4 $\frac{3}{4}$ m. down *Glendasan* to the **Seven Churches** (p. 30).

Beyond *Harristown* the line crosses the Liffey at a pretty spot, and soon enters a wooded glen adjoining *Kennycourt House*. On issuing from the glen the lofty church-tower of *Gilltown* is conspicuous far away on the right, and county Wicklow is entered just short of *Dunlavin* (32 m.), where the station is $\frac{1}{4}$ m. from the little town, which boasts a dome-topped market-house and a picturesque, octagonal and pinnaced, church-tower. The earthwork, *Tornant Moat*, is seen on a hill, left, a mile S. of the town and then through a pleasantly wooded country, past *Rathsallagh House*, right, *Colbinstown* (35 m.) is reached. Immediately beyond this a small earthwork is close to the line, left, which traverses the picturesque demesne of *Grangecon* — the house seen on the right — alongside a brook to *Grangecon* (37 $\frac{3}{4}$ m.). From here a low watershed is crossed, and a peep is obtained, left, of the Wicklow Mountains. Descending into the Slaney valley to **Baltinglass** (42 m.; pop. 1,097; small Inns:

Commercial in Market Place, $\frac{1}{2}$ m. from station; *Leonard's*, small but clean), the ruins of Baltinglass Abbey—Cistercian, founded about 1150—consisting of a part of the W. end and a Pointed arcade (12th cent.) of the abbey-church, are on the left as you near the station. Besides these ruins and a large and new R. C. church, in the Pointed style, there is nothing to see at Baltinglass, though it is rather prettily situated, at the foot of a semicircle of considerable hills.

Baltinglass Station to **Drumgoff** (20 m.) and **Seven Churches**, 27 m. Bear round to the right at the E. end of the Market Place, and $\frac{1}{2}$ m. beyond R. C. Church (left) turn to the left and then to the right in $\frac{1}{4}$ m. more. Keep on past the Workhouse and, $\frac{2}{3}$ m. beyond it, you reach a fork [cyclists may keep to the right, straight on to *Killegan* (fair village Inn), and there turn to the left to cross-roads next mentioned—this adds 1 m. and skirts the E. side of Humewood] and go to the left and, $\frac{1}{2}$ m. further, turn to the right. As you ascend a straight road, Keadeen (2145 ft.; cairn) is the round summit on your left-front. At the top of the rise turn to the right and almost at once to the left, past Talbotstown School and Church. Just beyond this there is a good view of the mountains ahead as the road drops to Humewood (W. W. F. Dick, Esq.), the tower of which is seen above the trees. After a mile of shaded road, at the further lodge, turn to the left and take the right-hand road a trifling distance onward. You are now on the direct road for Drumgoff, and have only to avoid diverging roads and to keep straight on at cross-roads. *Rathdangan* (Pub. Hos.; $8\frac{1}{2}$ m. from Baltinglass Station), *Mullan Cross-roads* ($9\frac{1}{2}$ m.), the Bridge over the *Ow River* ($12\frac{3}{4}$ m.) are successively reached. The last-named is 3 m. south of *Lugnaquilla* (p. 33), which on this side rises finely at the head of the huge wild corrie in which the Ow has its source. Aghavannagh Barracks, a relic of the troubled times at the close of the last century, are on the left just beyond the bridge and, half-a-mile further, *Aghavannagh Bridge*. Thence onward after crossing the minor watershed, the road follows the north bank of the Drumgoff brook into the Avonbeg valley at the foot of Glenmalure. For **Drumgoff** and the road to Seven Churches, see p. 33.

The branch is continued past *Rathvilly* (47 m.) to **Tullow** ($52\frac{3}{4}$ m.; *Bridge Hotel*, $\frac{1}{2}$ m. from Station), an agricultural town of about 1,100 inhabitants. This is not tourist country, but it is only $9\frac{1}{2}$ m. S.E. to Shillelagh (p. 36), and the same distance E.N.E. to Carlow (*below*).

Dublin to Carlow, 56 m., and Kilkenny, 81 m.

As far as *Kildare*, 30 m., see p. 55. This line descends the Barrow valley. It is a dreary bog district to **Athy** (45 m.; *Shiel's*, *Leinster Arms*), a neat town of 4,800 inhabitants, on the right, at the junction of the Grand Canal with the River Barrow, which here becomes navigable. Adjoining the bridge over the latter is the ruin of White's Castle (14th cent.), and on the river above the town, that of Woodstock Castle (13th cent.), both built by the Earls of Kildare. **Mageney** (51 m.) is about $4\frac{1}{2}$ m. W. of Castledermot, where there are the interesting ruins of a Franciscan Monastery, a Round Tower, and a fine Cross. These can be visited (7 m.) from Carlow. **Carlow** (Hotels: *Clubhouse*; *Royal Arms*; *Ogle's*) is a pleasant country town (pop. 5,591) on the Barrow, on the bank of which is a fragment of a Castle attributed to King John. The most noteworthy building is the R. C. Cathedral which has a lofty tower, and contains a monument to Bp. Doyle by

Hogan. The Parish Church has a fine spire and the Doric Court House is imposing.

Besides *Castledermot* (p. 51) the antiquary will be interested in the ancient church of *Killeslin*, 4 m. N.W. of Carlow.

Beyond *Milford* (60 m.) the Mount Leinster range is seen on the left-front. At *Bagnalstown* (36 m.; see p. 38) the junction for Wexford, our line turns W. past **Gowran** (74 m.). The village, 1 m., has the ruins of a *Franciscan Abbey*, and those of *Ballyshawnmore Castle* are just within Lord Clifden's demesne.

Kilkenny.

Railway Stations: (adjoining one another on the E. side of the town) *G.S. & W.R.*, from Dublin *via* Kildare and Carlow; *W. & C.I.R.* from Waterford also from Dublin, *via* *Maryborough*.

Hotels: *Club House, Victoria, Imperial.* All close together in the centre of the town, about 7 min. walk from the station. Follow the street from the stations, westward, over St. John's Bridge.

Post Office, in High Street. English mails del. 8 and 11.35 a.m.; desp. 3.25 and 10 p.m.

Kilkenny (pop. 12,924), *Cill Chainnigh* = church of St. Canice, is one of the most interesting places in Ireland, and the hotels are reasonably comfortable. There is a fine new *R. C. Church* near the Sta.

History. The town formed part of the territory which Strongbow acquired by his marriage (p. 41). His daughter and heiress married William, Earl of Pembroke, who built the original castle. His daughter and heiress married Gilbert de Clare, Earl of Gloucester, from whose family the property passed by marriage to Hugh le Spencer, who sold it to the Butlers in 1391. Of the several parliaments held at Kilkenny that of 1367 is noteworthy for the Statute of Kilkenny, which among other provisions made it a capital offence for an Englishman to marry an Irishwoman.

In 1642 assembled a "rebel" or Catholic Parliament, from which the name "City of the Confederation" took its rise. The Lord Lieutenant, Ormonde, was about to conclude a treaty on the King's behalf, when the Papal Legate arrived with money and arms, and the issue was the siege and capture of the city by Cromwell, in 1650.

A narrow street leads westward direct from the stations to St. John's Bridge (over the Nore) whence the finest view is obtained of the imposing seat of the Butlers, **Kilkenny Castle** (Marq. of Ormonde. *Picture Gallery, Tues., Thurs., Sat.*) The present structure retains three of the old round towers and two of the walls, but the rest is comparatively modern. The entrance is reached by turning to the left from the Market Place.

In the *Hall*, notice the decorations, of old Spanish leather. On the *Staircase* leading from it, is tapestry, 16th cent., made at Kilkenny by Flemings. From the first landing you enter the *Dining Room*, a fine chamber, with deep window recesses. Over the sideboard, and elsewhere, are displayed some of the old family plate, including many royal and other gifts.

The next apartment shown is the noble *Picture Gallery* (catalogues provided), which besides pictures (including Correggio's "Marriage of St. Catharine," Murillo's "St. John," Giordano's "Assumption of the B.V.M.") has a rare collection of interesting furniture, cabinets, &c., as well as busts. The marble fireplace is decorated with sculptures representing events in the family history.

Outside the door of the Picture Gallery, a staircase leads to a room prepared for the Empress of Austria, but never used by her. The view from the window is delightful, of the River and City. The corridor leading from the chamber has tapestries and other objects on the walls. Returning down the staircase to the principal floor you are introduced to the Drawing-room, hung with gold-colour Irish poplin; the Library; and the Ante-room, containing a fine collection of china. Descending to the ground-floor you are there shown the well-appointed billiard-room.

From St. John's Bridge there is a pleasant walk alongside the water beneath the Castle wall. If you follow it and bear round to the right you will make the circuit of the Castle and re-enter the market place.

The other great feature of Kilkenny is the Ch. of Ireland Cathedral. From the Market-place go, right, down High Street into Parliament St. (Irish-town) where, left, is Rothe House (the bishop's family), and keep straight on, up a short lane, to an arch and steps. Here note the carvings in the wall of the house, left. The key is kept here.

St. Canice's Cathedral, Early Pointed, was founded at the close of the 12th century, and the choir dates from about 1200. The rest of the church was built in the course of the next century. Externally the most striking features are the stepped battlements and the **Round Tower** (100 ft.), which stands close to the S. transept. You enter by the fine W. door, and the full length (226 ft.) view is pleasing, though the E. end seems to need raising. Notice the curious shrine of two trefoil-headed arches at the foot of the W. window, which is reached by a stair from the S.W. angle of the Nave. In the second bay from the W., and on the N. side, is a tomb dated 1281 and, just beyond, in the N. aisle, a door has a curious round-arch moulding. Immediately E. of this is a fine tomb with "apostles"; the back of the tomb has been removed and placed against the adjoining wall.

Proceeding up the nave, which is divided from the aisles by pointed arcades of five arches, you reach the *Central Tower*, of which the groined roof, springing from the four piers, is exceedingly beautiful. The pulpit is commonplace, and the lectern of no great merit. Entering the *Choir*, the E. window, of three lights (filled with Munich glass, representing scenes from Gospel history), together with the somewhat lower triplets in the N. and S. walls of the Sacristy, are very graceful and have good mouldings. The latter lights are round-headed externally. The pavement is composed of Irish marbles.

Under a canopy on the N. side of the choir is a tomb assigned to Bp. de Ledrede (c. 1332), and in the N. Transept, against the N. wall, is the chair of St. Kieran, by some supposed to have begun the evangelization of Ireland before the arrival of St. Patrick,

East of the N. transept is a small chapel, the Parish Church, with a curious step-moulded recess under a round-headed arch. The glass here commemorates Lieut. Hamilton (see p. 47).

In the S. transept, notice the monument of the Marquis of Ormonde (d. 1854), who died of apoplexy whilst bathing, with his six children represented at the head and feet. Beyond this, the middle of three, is the fine tomb of Peter, Earl of Ormonde, and Lady Margaret, 1539. The two-light S. window commemorates Bp. O'Brien (d. 1876), the author of well-known lectures on "Justification." From the S. transept, eastward, is the Lady Chapel, now the Chapter House, with three triplets on the S., and three doublets on the E., all graceful lights.

In returning from the Cathedral, by turning up Barrack Lane, at the N.E. end of High Street (or Parliament Street) you will find the ruins of the **Franciscan Friary**, of which the tower and the fine 7-light east window are the chief features. The choir has been rescued from further injury, but a brewery occupies the rest of the site, and sundry tablets are to be seen in the walls around.

From Parliament Street, Abbey Street leads through the second city arch (plain) to the **Black Abbey**, a Dominican foundation of the 13th cent. and now restored to that Order. The Prior's house is on the right of the gate, and the visitor has only to ask permission to be allowed to visit the church, which, besides a fine East window, has a curious *Holy Trinity*, dated 1264.

St. Mary's Church (Prot.) is reached by a lane on the E., a little S. of the Market House (in High Street). The present church contains little of interest to the general tourist unless it be the restored monument to Bishop Rothe, 1637. Outside, the blocked arcades of the original nave appear. The ground behind the church contains a good many old tombs, notably the *O'Shea Monument*, 1551, with figures of Faith, Hope, and Charity, and representations, duly named, of the Twelve Apostles. There is also an elaborate monument to James Rothe (brother of the Bishop), which he is said to have prepared for himself, but never occupied; at least, the date is left blank. Notice the emblems of the Crucifixion along the base. Malchus is represented with one great ear, and the other ear may be detected at the other end of the tomb.

St. Mary's Cathedral (R. C.) is in James Street to the W. of the city. It was consecrated in 1857, and is at once rich and in good taste, though the shortness of the nave is to be regretted. The total length is 175 ft., and the breadth including aisles 90 ft. or 120 ft. at the transept. The central tower is 200 ft. high. There is a colossal statue (by Benzoni) of the Virgin, to the left of the Lady Châpel. In the chapel of St. Joseph (right of the chancel) the relics of St. Victoria, martyr 250, presented by Pius IX., are beneath the altar.

Excursions. *Gowran*, p. 52. *Serpont*, p. 48. **Cave of Dunmore**, a stalactite cavern, abt. 7 m. N.E.; light required. Drive to *Mouthill* old churchyard, close by. At **Callan** (*Adelphi*; pop. 1,973) 12 m. S.W., the ruins of a 15th cent. *Austin Friary* are at the entrance from Kilkenny. The old *Parish Church* (Green St.) is in ruins, except the chancel. On the river (West St.) are the remains of the *Castle*. At **Kells**, 5 m. E. of Callan and 10½ m. from Kilkenny, are the large and interesting ruins of a fortified 12th cent. *Priory*. It is sometimes called the *Castle*. For Thomastown, 8 m., see p. 48.

DUBLIN TO LIMERICK, CORK AND KILLARNEY.

(Great Southern and Western Railway.)

To Limerick (*via* Limerick Junc.) 129 m., in $3\frac{1}{4}$ to 4 hrs. (mail, 26s. 3d., 19s. 6d., 11s. 9d.; ordinary, 23s. 6d., 17s. 8d., 10s. 9d.).

To Cork (*via* Mallow) 165½ m. in 4 to 4½ hrs. (mail, 32s., 24s., 14s. 7d.; ordinary, 29s. 6d., 22s. 4d., 13s. 9d.).

To Killarney (*via* Mallow) 185 m., in 4½ to 6½ hrs. (express, 35s., 26s. 6d., 16s.; ordinary, 32s. 6d., 24s. 9d., 15s. 5d.).

*** These are single fares the year round. This Company's combination tickets (rail and hotel) are noteworthy. Travellers contemplating sojourn at Killarney or on the Waterville round should obtain the Company's Tourist Programme. It is often a saving to travel first-class in order to obtain hotel tickets.

Ref. Rms. at Kingsbridge, Portarlinton, Ballybrophy (up-side), Limerick Junc., Limerick, Mallow (down-side), and Cork. The down express mail train has breakfast and drawing-room car, and the up express mail dining and drawing-room car.

The scenery on this route is unremarkable till we approach Limerick Junction (107 m.). Some bog there is, but the prevailing character of the scenery is that of a pastoral country—in spring golden with furze—with an horizon of distant hills on one side or the other for most of the way. The Dublin and Wicklow Mountains are on the left during the first part of the journey.

Route. Kingsbridge Terminus (plan C 3) is on the West side of the city, and on leaving it the Wellington Testimonial (p. 14) is conspicuous on the right. At *Clondalkin* (4½ m.), on the left, the Round Tower, 84 ft., is well seen. "Though nearly perfect, it cannot be considered a very fine example." *W. F. W.* The station at **Lucan** (7 m.; p. 200) is 1¼ m. S. of the *Hydro' and Spa Hotel*. *Tram from Dublin*. Entering county Kildare, **Hazlehead** (10 m.) is about 1½ m. south of *Celbridge*, the home of Swift's "Vanessa" (Esther Vanhomrigh). Beyond this station Lyons Hill (630 ft.), dominating *Lyons*, a seat of Lord Cloncurry, is on the left, and then presently crossing the *Grand Canal* (which connects the Liffey with the Shannon) we reach **Sallins** (18 m.), the junction of the Tullow branch (p. 50).

Again crossing the Grand Canal, and then the Liffey, the Hill of Allen (676 ft.; tower) is conspicuous on the right, but the bog of that name is not seen. **Newbridge** (26 m.; *Prince of Wales; Crown*) is the station for the Curragh of Kildare, the Aldershot of Ireland, and equally famed for its steeplechases and races. The camp is about equally distant (3½ to 4 m.) from the little town of **Kildare** (30 m.; *Commercial*, ½ m. from Station).

Kildare Cathedral and **Round Tower** are both in sight, left, from the railway. The former (recently restored) is cruciform with a central tower. The restoration of the fabric was designed by G. E. Street, R.A., and by 1882 the work on the shell of the Early English building was completed except in the chancel. That has since been finished. The exterior of the nave, with arches in front of the windows, is curious.

Under the S. transept is the vault of the Earls of Kildare. Of St. Bridget's fire-house" nothing is left; but the fine Round Tower (103 ft.) in the grave-yard is perfect, except that the cap is replaced by a battlement. Adjoining the grave-yard on the S.E., what remains of the Castle (13th cent.) is converted into a tenement with modern windows.

For the line from Kildare to Carlow and Kilkenny see p. 51.

Except a new church, left, there is nothing to mention on the way to *Monasterevan* (37 m.), beyond which the Barrow and Grand Canal are crossed, and the line soon enters Queen's County. **Portarlinton** (42 m.; *Portarlinton Arms*) a town (pop. 2,021) on the Barrow about a mile N. of the station. About 4 m. S. from the station is *Emo Park*, the seat of the Earl of Portarlinton.

Portarlinton to Tullamore and Athlone, 39 m. This branch, which traverses the full breadth of King's County and crosses the heart of the Bog of Allen, offers an alternative route from Dublin to Athlone, which is only 2½ m. further this way from Dublin than by the M.G.W.R. *via* Mullingar. It is not, however, available for through passengers to Connemara who do not wish to break the journey at Athlone, because there the rival stations are some distance apart. **Tullamore** (16 m.; *Charleville Arms*; *Railway*—clean) is a rather well-built, agricultural county-town of 5,522 inhab. Charleville Park, the picturesque seat of the Earl of that name, is a little to the south of the town and on the bank of the Grand Canal, 6 m. W., are the ruins of Rahau Abbey. At **Clara** (23 m.) on the Brosna, a branch line diverges N. to Streamstown (7 m.) on the M.G.W.R., and another to *Banagher* (p. 227). St. Columba's *Barrow* is near Clara, but there is nothing to see. For **Athlone** (39 m.) see p. 201.

The Slieve Bloom Mountains come into view, right, on the way to **Maryborough** (51 m.; pop., 2809; *Hibernian*), which is the junction for the Central Ireland line to Waterford. [*Mountmellick* (7 m.) is the northern terminus of that line.]

The **Rock of Dunamase** (4 m. E. on the Stradbally road) is a mass of carboniferous limestone rising (200 ft.) abruptly from the plain and occupied by the extensive ruins of a castle said to have been founded by William de Braose (d. 1211).

Maryborough to Waterford, 59½ m. by the "Waterford and Central Ireland" railway. This line descends the valley of the Nore, and the scenery for some miles is quite uninteresting. *Ballyragget*, 18 m., is the nearest station for *Castlecomer* (6 m. by road), the centre of the Kilkenny coal-field. For **Kilkenny**, 28½ m., see p. 52. Thence on to *Thomastown*, 40 m., pleasant views are obtained of the Nore. For *Thomastown* and the road thence (*via* Inistioge) to New Ross, see p. 47; for *Jerpoint Abbey*, p. 48. The line passes close to the last-named object, and then the scenery is dull till you reach **Waterford**, p. 41.

The river Nore is crossed about midway between Maryborough and **Ballybrophy** (67 m.), the junction for *Roscrea* and *Nenagh*, p. 155.

Passing, left, the wooded Knockahan Hill we enter Co. Tipperary and soon cross the river Suir. **Templemore** (79 m.; *Queen's Arms*) is a small town (pop. 2,433), a mile W. of the station, which takes its name from the Knights Templars. In the grounds of the Priory (Sir J. Carden, Bt.) are the remains of the Abbey Church and of the Templars' Castle. Left of the line, 2½ m. further is Loughmore Castle, and on the right are the Devil's Bit Mountains, showing plainly the notch made by the devil's teeth when he bit out what he afterwards dropped on the plain to form the Rock of Cashel (p. 58).

Thurles (*pron.* Thur-lez; 87 m.; *Hayes' Hotel*, 10 min. from station) is an uninteresting town of 4,511 inhab. on the Suir, with the remains of a castle-keep adjoining the bridge. The only building of any note is the large (classical) R. C. cathedral, which is on the left beyond the bridge.

Thurles to Holy Cross Abbey, $3\frac{1}{2}$ m. from Thurles Station, 4 m. from the hotel.

Holy Cross and Cashel (*p.* 58) can with advantage be included in one excursion. The latter is on the same road and 9 m. beyond the Abbey. The Cashel road is the one we take. It crosses the railway by the station and again 2 m. further on. Then it follows the Suir to the little village of Holy Cross (*Pub. Ho.*).

Holy Cross Abbey, founded in 1182 for Cistercians by Donnell O'Brien king of Munster, is a beautiful and interesting 14th century ruin, of which a great part including window tracery and groining, is well preserved. It is on the bank of the Suir, which flows past the E. end. The plan of the Abbey church is cruciform with a central tower. The western limb has N. and S. aisles, and on the east side of each arm of the transept are chapels.

Externally the most striking features are the W. window of the Nave, of six lights, and filled above with tracery formed of elongated hexagons; and the E. window of the Choir, which has six lights and honeycomb tracery which will remind the Somersetshire traveller of the windows of the Lady Chapel at Wells.

Internally the church consists of a *Nave* ($60\frac{1}{2}$ ft. long and $51\frac{1}{2}$ ft. wide, including the aisles, which extend the whole length of the E. limb) of four bays, with a round arcade on one side and a pointed one on the other. The *Choir* (which included a third of the Nave, the space below the tower and the E. limb) measures 76 ft. The *Tower* rests on four pointed arches and has a groined vault. It can be ascended by a turret-stair (still sound) in the N.E. pier. On the S. of the Choir, near the high altar is the Decor.-Perpend. monument of (it is supposed) the Countess of the fourth Earl of Ormonde (abt. 1450) who was possibly the rebuilder of the Abbey church. East of this, on the same side, is a piscina. The E. window has been already described. There is also a tomb on the N. side near the stair-turret.

Entering the *N. Transept* the flowing (flamboyant) character of the windows will be noticed and particularly the curious tracery in the window of the northernmost of the two side chapels. Here, too, the piscinas remain.

The *S. Transept* has also two eastern chapels with flamboyant windows, but the most interesting feature is the narrow little compartment between the chapels, with three pointed arches, supported by twisted columns on each side, and an elaborately groined roof. The use of this compartment is uncertain but it may have been a mortuary for monks awaiting burial. The piscina remains in the S. chapel and adjoining this transept is a vaulted space which formed part of the monastery. At the W. end of the S. aisle, a staircase led to the Dormitory and here again there is vaulting.

The road on to Cashel (9 m.) is nearly straight, and about half way passes through the hamlet of Boerlahan. *For Cashel*, see *p.* 58.

After passing (2 m.) the divergence, left, of the branch-line (*p.* 147) to Clonmel, the Rock of Cashel comes in sight, far away on that side, before reaching **Goold's Cross** (95 m.) the station for Cashel.

Goold's Cross to Cashel, branch line (17 min.) The road passes ($1\frac{1}{2}$ m.) Longfield House, left, the residence of Mr. Charles Bianconi (d. 1875) who, beginning with a long-car from Clonmel to Caher in 1815, established the system of public conveyances long known as Bianconi's ears. At $2\frac{1}{2}$ m. we cross the Suir and see, left, the ruins of a castle of the Ormonds and pass, right, Ardmayle House. Ahead rises the ruin-crowned acropolis of Cashel, 6 m. by road from Goold's Cross Sta.

Cashel (*Stewart's Hotel*) is a town of about 2,900 inhabitants, on the S. and E. of the Rock of Cashel, a mass of carboniferous limestone rising some 170 ft. above the plain, with a small cliff on the town side (see Devil's Bit Mountains, p. 56). Though a titular city it is a miserable town, with only one fair street and, except for the ruins, has no attraction for the tourist. *They* are exceptionally interesting.

On the Rock—a fine viewpoint, especially S., towards the Galtees.

(i.) The **Cathedral** (13th cent.) consists of a short *Nave* entered by a S. Porch, and containing some interesting monuments; N. and S. *Transepts* with Pointed Windows—in the N. transept, notice the carvings representing Apostles, etc.; *Tower* resting on Pointed arches; *Four Chapels*, one of which contains the tomb of Cormac, king and abp of Cashel, who died in 908; and the *Choir* with a large E. window and side lancets with small openings between them. The Cathedral was burnt by the Earl of Kildare in 1495, who hoped his enemy Abp. Cragh was within it. In 1647 Lord Inchiquin who had besieged and stormed Cashel, massacred the women and children as well as twenty priests who had taken refuge in the Cathedral. It was last used for worship in 1752. From the transept you can ascend to the fortified portions of the structure, which was of considerable strength.

(ii.) **Cormac's Chapel** (Cormac McCarthy, king of Munster) on the S. of the Cathedral was begun in 1127, and consecrated in 1134. It is good and rich Norman work, somewhat more advanced in style than contemporary work in England. The plan comprises Nave, square transeptal Towers, Chancel, and a small Eastward extension for the Altar. Externally, the roofs are steep stone ones, diminishing in height eastward. Internally they are groined with ribs springing from short attached columns, and along the walls runs an enriched round-headed arcade. The most elaborate portions are the N. and S. doorways of the nave and the curious chancel arch. Between the vault and the stone roof there is a chamber over both nave and chancel.

(iii.) The **Round Tower**, at the N.E. corner of the Cathedral transept, and communicating therewith by a passage, is about 90 feet high. It not improbably served as a campanile to Cormac's chapel, and may be assigned to the same period. Unlike the other buildings, this is of sandstone.

To the S.W. of the Cathedral, in the burial-ground, is the **Cross of Cashel** (perhaps 12th cent.) with a figure representing St. Patrick.

At the foot of the Rock are the ruins of **More Abbey**, founded in 1272 by the Abp. of Cashel for Cistercians. The church, which is cruciform with a central tower, is singularly plain, and the style Early Pointed. The *Nave*, of five bays, with square pillars between it and the aisles, was, as at Holy Cross, shortened by its eastern part being shut off and included in the ritual Choir. The *Choir* proper has a triplet of lancets, but the centre one alone is in its original state. Of the side chapels here, only the shell of the N. one remains, and beyond that another with a plain pointed vault. The *Chapter House*, a rectangular shell, was originally vaulted, but later on had an intermediate floor inserted, the upper chamber being lighted by the top window at the E. end.

In the town, near the Hotel, are the scanty ruins of a Dominican Priory, of which a fine window is the only noticeable feature remaining.

After passing *Dundrum* (99½ m.) the Galtee Mountains are on the left front. **Limerick Junction** (107 m.; *Ref. Rms.*; *Hotel* at station) is the junction for the Waterford and Limerick line. *To Limerick* see p. 150. *To Waterford* (described the reverse way) pp. 144-9. *Passengers for Tipperary, if they prefer road* (2½ m.) *to rail, will find cars at the junction.*

Continuing our journey towards Cork, at *Emly* (114 m.) the village, with the elegant spire of the Protestant church and the modern R. C. church, is seen on the hill, right. On the left,

the noble range of the Galtees is well seen as, entering Co. Limerick, we approach *Knocklong* (117 m.; Railway Hotel, a fair inn.) From *Kilmallock* (124 m.) the Ballyhoura Hills are a shapely outline on the same side.

Kilmallock (*Railway Hotel*) is now an utterly decayed little town of about 1,100 inhab. Under the Desmonds it was a place of strength, and a part of its walls and two of its four gates are still left. It also retains a good many indications of its importance under the Stuarts, notably two old mansions of that period, one of which belonged to the Dukes of Buckingham. Of ecclesiastical remains there are, the Abbey Church, in the town, and those of a Dominican Priory on the Loobagh to the E. of it. The *Abbey Church*, of which the nave (monuments) and transept are in ruins, and the choir is now the Parish Church, is plain Pointed in style, and chiefly remarkable for its Tower, which consists, below, of an old Round Tower, with a later superstructure. The *Dominican Priory*, founded at the end of the 13th cent., is an extensive ruin. The church, cruciform, has a lofty central tower, and the choir retains its fine Pointed E. window, of 5 lights. Here is the mutilated tomb of the White Knights (Geraldines). The remains of the cloisters and of the domestic buildings are considerable, but of no particular importance.

The antiquarian interested in Early remains should visit **Lough Gur** (9½ m. N. *viâ* Bruff, 5½ m.; on the high road to Limerick, 21 m.). The best guide to the sundry old forts, etc., is the 1-inch Ordnance map (*sheets*, 153, 154; 1s. each). The lake itself is a pretty sheet of water of irregular outline, about 5 m. round, and on its E. side there is another and smaller pool, which once formed part of it. On the quondam island, between the two, are the remains of two castles, one with a square tower, in fair preservation.

The direct line from Limerick to Cork joins ours a little short of *Charleville* (129 m., *Imperial*), where we enter Co. Cork. **Buttevant** (137 m.; *Military Hotel* at Banock Gate, ¾ m. from the station) now chiefly important as a garrison town (civil pop. 1,580) is Spenser's

.....auncient Cittie
Which Kilnemullah cleped is of old;
Whose ragged ruins breed great ruth and pittie
To travellers, which it from far behold.

on the Awbeg (his Mulla). Of the "ragged ruins" the chief is that of a *Franciscan Monastery*, founded, it is said, by David de Barry, *temp.* Edward I., whose war-cry, *Boutez en avant*, is the accepted derivation of the name of the town. The abbey church is still more ragged than in the poet's day, for the central tower fell in 1818. The most interesting portion is the chapel on the S. of the Nave, which contains tombs of the Barrys, etc. The remains of a tower, now part of the adjoining R.C. church, belonged to the defences of the abbey. In the middle of the town is the tower of a castle of the Lombards and Buttevant Castle (Viscount Doneraile), now incorporated in the modern mansion, was part of the enceinte of the town. From the bridge at the S. end of the town are seen the ruins of Ballybeg Abbey. Buttevant is a good starting point for a visit to **Kilcolman** (p. 88).

The Lismore branch joins the main line on the left as we enter **Mallow** (p. 88) where passengers for Killarney (direct) and those *viâ* Cork part company. For remarks on the several routes to Killarney see p. 90 and for the rail to that station, p. 60.

A little beyond Mallow Station, the Blackwater is crossed and the Killarney line diverges, right. We ascend the tributary valley of the Clyda, and presently see, right, the ruins of Mourne Abbey. The line then crosses the desolate watershed to *Rathduff* (155 m.), and with the exception of a church (right) with a curious-looking tower there is nothing to remark till we reach **Blarney** (160 m.; see p. 69); the village is $1\frac{1}{2}$ m. from the station.

On quitting Blarney, the castle appears on the right, above the trees. A long tunnel occurs immediately before reaching **Cork** (Glanmire Terminus) p. 63.

Mallow to Killarney, 41 m., and Tralee, 62 m., by rail.

For *Dublin to Mallow*, 144 $\frac{1}{2}$ m., see p. 55; for *Mallow*, p. 88. The scenery on this line is of minor interest until the Killarney mountains come into view beyond Millstreet. Then the prospect, left, is very fine.

On leaving Mallow the line crosses the Blackwater and about half-a-mile further diverges westward from the main-line (to Cork) and shortly afterwards crosses the river Clyda. Beyond *Lombardstown*, 151 m. from Dublin, on the left of the line, rises Mount Hilary, 1387 ft., but the district is dreary on to *Banteer*, 156 m. A branch line runs to Kanturk and Newmarket.

Kanturk (3 m. N. across the Blackwater; *Egmont Arms*) at the confluence of the *Owenkeel* and *Allow*, is a prettily situated town, of about 1700 inhab. On the right of the road, $\frac{3}{4}$ m. south of the town is the extensive ruin (16th cent.) of a *Castle* of the McCarthys, which was never completed owing to the opposition of Elizabeth's government. Barry Yelverton (1762-1814), afterwards Visct. Avonmore, was born at Kanturk.

At **Newmarket** (5 $\frac{1}{2}$ m. N.W. from Kanturk), a village of 700 inhab. Curran (1750-1817), the orator, lived at his residence the Priory, and the brilliant and festive society he gathered about him, furnished Lever with the original of his "Monks of the Screw."

The Finnow is crossed (a little short of *Millstreet*, 164 m.) and, on the left, is Drishane Castle, a 15th cent. stronghold of the McCarthys incorporated with a modern residence.

Millstreet (1 m. S.; *Vanstans*) is an uninteresting town of 1,200 inhab., in a pretty neighbourhood, with an amphitheatre of heights (1500 to 2000 ft.) rising to the south of it, while to the north lies the open valley of the Blackwater. A road crosses the range southward between the Boggeragh Mountains on E., and the Derrynasaggart Mountains, on the W., to *Macroom* (14 m.; p. 98).

Beyond Millstreet, Caherbarnagh (2239 ft.) is the fine mountain on the left-front, and at its foot the line crosses the *Awnaskirtaun* and enters Co. Kerry. From *Rathmore*, 171 m., the mountain view on the left becomes interesting, and the Paps (2268 ft.)—two rounded summits, divided by a dip—are conspicuous. The Macgillicuddy's Reeks are seen above Tomies Mountain as the train nears *Headford Junction*, 177 $\frac{3}{4}$ m., while to the left of them and nearer is Mangerton, 2756 ft.

Headford to Kenmare, 20 m. This branch is chiefly remarkable for the evidences the rocks everywhere afford of glacial rounding. The scenery for the most part is sterile, but some wood relieves it now and again. The intermediate stations—*Loo Bridge*, *Morley's Bridge*—suggest unfrequented troutings, but we have no experience of their merits. *Kilgarvan* (p. 101) is a village of no interest. *Kenmare viâ Waterville to Killarney*, see p. 124, reverse route.

The rest of the way to Killarney is fine. Presently we descend the valley of the Flesk, and Flesk Castle, not beautiful, is seen on the hill across the river. For **Killarney**, 185 m., see p. 109.

Good views, left, of the Killarney Mountains, especially of Tomies, are obtained on the way to *Farranfore Junction*, 196 m.

Farranfore to Killorglin, 13 m. by rail. The Reeks are in sight left, all the way. The intermediate stations, *Malahiffe*, 2 m., *Castlemaine*, 7 m. (p. 143) and *Milltown*, 8½ m., are of no importance to the tourist. The head of Dingle Bay is a sandy waste, except when the tide is in. The handsome (road) bridge, over the *Laune*, is seen on the left, as, crossing that river the train arrives at **Killorglin** (p. 124), whence the Reeks, but not Carrantuohill, are finely seen. For rail on to *Cahiriveen*, see p. 125.

The *Brown Flesk* and the *Maine* are crossed on the dull run to *Gortalea*, 200 m., the junction for **Castleisland** (5 m., *Commercial*, *Crown*), a small town of 1500 inhab., of evil repute for agrarian outrages in modern Irish history. Only a ruined tower, left, breaks the monotony of the run to *Tralee*, 207 m.

Tralee (Hotels: *Central*, Denny St., 5 min. from Sta.; *Blennerhasset Arms*—where the road from the Sta. divides, keep to the right, and cross Main St. for *Central*, but to the left, into Main St. for *Blennerhasset Arms*) is the starting-point for the Dingle Promontory, p. 138, its only importance from the tourist's standpoint. Commercially it is the chief town (pop. abt. 9000) in co. Kerry, but it is not much to look at. The Courthouse has an Ionic façade, the R. C. Church (poor interior) a lofty spire, and there is a Dominican Church. At the end of Denny St. is the Park. A branch line runs down to Fenit, the port of the town. Killarney and Limerick trains—the journey is described, the reverse way, p. 156—necessitate a halt at Tralee.

LONDON, BY NEW MILFORD TO CORK.

South of Ireland Express (*p.* 40) leaves Paddington at 4.30 p.m. The *City of Cork Co's. steamers* leave New Milford at 11.25 p.m. on Tu., Thur., Sat.)

Fares : London and Cork, tourist return, 80s., 55s., 37s. 10d.

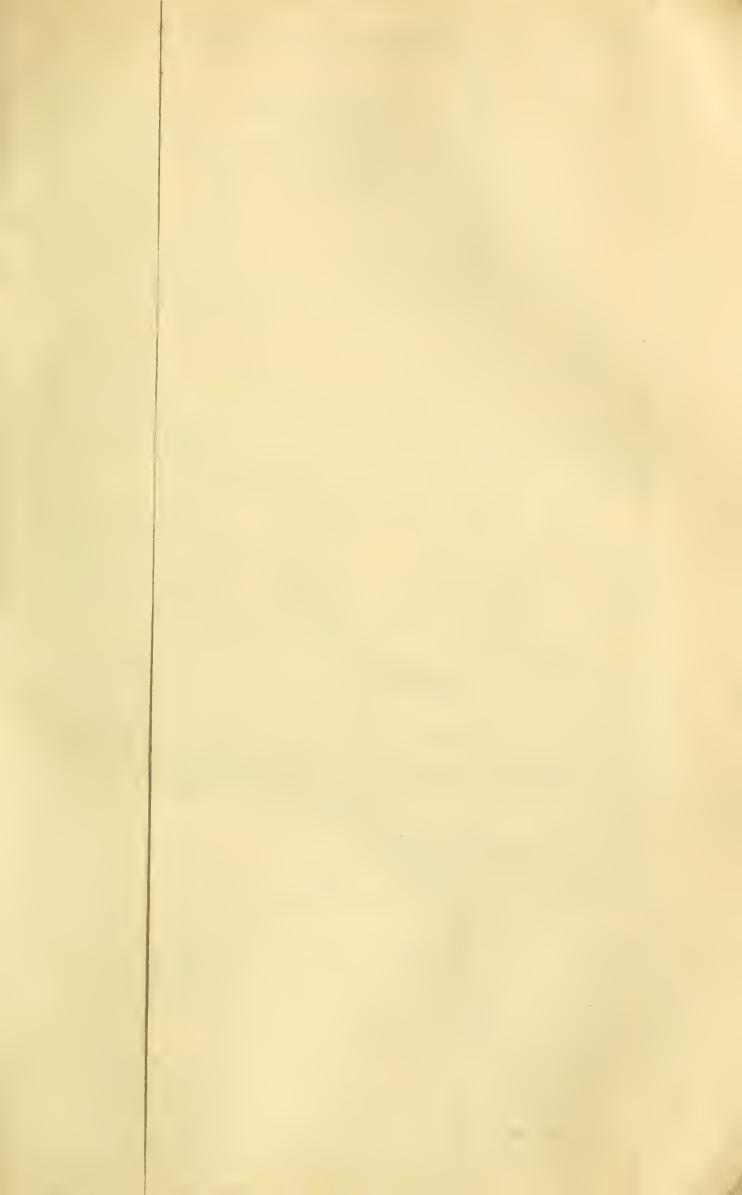
The **return-steamers** leave Cork at 7 p.m. on Mon., Wed. and Fri.

The run down Milford Haven and that from Roche's Point (at the entrance of Cork Harbour) up to Passage reduce the open-sea voyage to about 10 hours.

Milford Haven is not remarkable for scenery, but the run down it is pretty on a moonlight night. At starting, the long sheds seen on the south shore are the covered slips of the Government dockyard at *Pembroke Dock*. The steamer's course is, however, nearer the north shore, and after rounding a point, about 20 min. from starting, you come in sight of Imogen's "blessed Milford," whence, too, "colder tidings" reached Richard III. "that the Earl of Richmond is with a mighty power landed" (1485). *Milford* was for centuries the principal port of embarkation for Ireland.

Looking back, the tower of *Pembroke Castle* may be seen at the head of an inlet. On *Great Castle Head*, right, you pass two of the principal lighthouses of the Haven and on the left, far away, may detect the little *Thorn Island* (fortified). Crossing the mouth of *Dale Bay*, right, the fishing village of Dale is at its head, and then, approaching the mouth of the Haven the *East Block House* crowns the south point and, somewhat further on, two lighthouses mark the northern promontory, *St. Ann's Head*. On clearing the latter the *Bishop* light may be detected far away to the north, and then you pass within a moderate distance of the *Smalls Lighthouse*.

The Irish coast is not distinguished by bold features, and in the summer half of the year the lights on Ballycotton Island and Poor (or Power) Head will be extinguished before you arrive off it. The entrance to Cork Harbour is about a mile wide, and is bounded on the east by **Roche's Point** (2 lights), well-known in connection with the signalling of homeward-bound vessels. The channel, after contracting to little more than half-a-mile, with *Camden Fort*, left, and *Carlisle Fort*, right, suddenly widens out into the noble expanse of Cork Harbour. To the left-rear, runs in an inlet under



CORK

Scale of 1/4 Mile

Divided into 1/4 mile Squares from Post Office
Tramways thus —

RAILWAY STATIONS.

Albert Quay	D 5
" Street	D 5
Macroom	E 4
Glannire	C 5
Blarney Train	D 1

HOTELS

Imperial	D 4 C
Metropole	C 4
Moore's	D 4
Turner's	D 3
Victoria	C 3
Windsor	B 5

Cathedral (Prot.)	D 2
" (R.C.)	B 2
Court House	C 2
Grand Parade	C 3
Penrose Quay	C 5
Post Office	D 3
St Anne Shandon	B 3
St Patrick's Quay	C 4
" Street	C 4
South Mall	D 3



Queen's College

CAPWELL STN
(For Macroom)

to Douglas

John Bartholomew & Co. Edinb.

Currafinny Wood, and Crosshaven (p. 72) is just within the entrance. On the right is the nearly insulated promontory of Corkabeg and in front Spike Island, now known as Fort Westmoreland, one of the principal defences of the Harbour. After passing that, **Queenstown** (p. 71) appears to advantage on the north shore, and the steamer's course is laid directly in front of it, the most conspicuous buildings being the new R. C. Cathedral and the Queen's Hotel. Left, you see the docks between *Spike* and *Haulbowline* Islands and, as the course is once more laid northward, enter the estuary of the river Lee.

On the left is the pretty village of *Monkstown* (p. 71) and its ruined castle, and next, on the same side, the Baths of *Glenbrook* (p. 71), beyond which, amid hanging woods, is the busy little port of **Passage West**. The rest of the voyage to Cork is described in the opposite direction, p. 70.

C o r k.



Railway Stations (see plan): *Glanmire* (entrance in Lower Glanmire Road), for Dublin, Limerick, Killarney, Queenstown, and Youghal; *Albert Quay* for Bandon, Kinsale, Skibbereen and Bantry, whence coach ("Prince of Wales' Route") to Glengarriff and Killarney; *Capwell*, for Macroom, whence road to Glengarriff and Killarney; *Albert Street*, for Passage and Crosshaven. *Western Road* (D1.; near west end of Great George's Street) for Blarney and Coachford ("Muskerry Ry.").

Hotels (see plan): *Imperial*, Bed and Attend., 4s. 6d.; B'fast, 3s.; Table d'hôte, 5s.; *Moore's*, Morrison's Quay. *Turner's*, George St.; *Metropole* (Temperance), King St., 10s. a day; *Victoria*, Patrick St.

Restaurants, *Thomson's*, Patrick St.

Cork Harbour Steamers, see p. 70.

Steamers: *City of Cork Co.*, Penrose Quay; *Clyde Shipping Co.*, St. Patrick's Quay.

Post Office (entrance in Pembroke St., letter boxes in George's St.): English mails *del.* 8 a.m., 1 p.m.; *desp.* 2.10, 9.20 p.m.

Bathing of fair quality can be had at Ballycotton and Crosshaven.

Telegraph Office, always open.

Population: 99,963.

Cork, the third city in Ireland, both in respect of population and commerce, occupies an island in the channel of the river Lee, and the rising ground overlooking it. Its history goes back to the beginning of the 7th cent., when St. Finbar founded his church

on the south bank, above what was then and long afterwards, the *Corcach-mór* of Munster, the "marshy place," whence the name of the city. Before the arrival of the Normans, *temp.* Henry II., the town was repeatedly burnt and harried by the Danes, and its later experiences were hardly less disastrous, so that it preserves no traces of antiquity save the narrowness and intricacy of some of the older parts.

Macaulay's description still holds good, and with one or two additions is a sufficient indication of the chief points calling for the attention of the passing visitor.

"At present Cork, though deformed by many miserable relics of a former age, holds no mean place among the ports of the Empire. The shipping is more than half what the shipping of London was at the time of the Revolution [1688]. The Customs exceed the whole revenue which the whole kingdom of Ireland, in the most peaceful and prosperous times, yielded to the Stuarts. The town is adorned by broad and well-built streets [*Patrick Street, Grand Parade, Great George's Street*], by fair gardens, by a Corinthian portico [*Court House*], which would do honour to Palladio, and by a Gothic college [*Queen's College*], worthy to stand in the High Street of Oxford. In 1689 the city extended over about one-tenth part of the space which it now covers, and was intersected by muddy streams, which have long been concealed by arches and buildings. A desolate marsh, in which the sportsman who pursued the waterfowl sank deep in water and mire at every step, covered the area [*South Mall*] now occupied by stately buildings, the palaces of great commercial societies."

To the above-mentioned objects of interest we may add the *Cathedral of St. Finbar* (Ch. of Ireland), the *Royal Cork Institution* (Nelson Place), the *Church of St. Anne Shandon*, and the *R. C. Cathedral* (St. Mary's).

Of greater account than any of these, to the seeker after the picturesque, is the general view of Cork and the Lee Valley from the high ground to the North of the city, and the beautiful voyage down *Cork Harbour*.

The chief objects within the city need not involve a walk or drive of more than 4 miles and $2\frac{1}{2}$ hours would suffice. To visit St. Anne Shandon and the R. C. Cathedral requires an additional $\frac{3}{4}$ hour, while the minimum time for the steamboat excursion down the harbour (to Queenstown, Aghada or Crosshaven) and back—a trip not to be omitted in fine weather—is about 3 hours. To the Castle and Groves of Blarney would take about 4 to 5 hours there and back, if the Muskerry Railway be used; *p.* 68.

In writing the above we have had in mind the passing traveller who arrives by rail or steamer and wishes to see as much as possible, before going on the same day to Bantry, Glengarriff, or Killarney. If a night be spent at Cork then a good deal more of the city, the view from the higher ground North of it, and both the excursions named may easily be included in the programme, while a week might be enjoyably spent in visiting points accessible from the steamer calling-places on the harbour, and in a run by rail to Kinsale.

In the following itinerary the paragraphs within square brackets may be skipped by those who make a rapid survey. As a point common to those who arrive by G. S. & W. R., or by steamer from Great Britain, we start from *St. Patrick's Bridge*, which we cross into St. Patrick's Street, and at once turn to the right along *Lavitt's Quay*, and then left, at the Theatre, into *Nelson Place*. Here is the **Royal Cork Institution and Crawford Municipal School of Art**, the new buildings of which were inaugurated by the Prince and Princess of Wales, in 1885. The library is a good one and there is a small museum, but the collections so far are of no great importance.

We return to **St. Patrick's Street**. This important thoroughfare is not of any architectural pretension, but being wide and curved is picturesque. In it, the place of honour is assigned to Foley's fine bronze **Statue of Father Mathew**.

Theobald Mathew, a Capuchin friar, the "Apostle of Temperance," was born at Thomastown House, near Cashel, in 1790. Already of great influence in Cork, owing to his devotion to the poor, he inaugurated his Temperance Society, Apr. 10, 1838, and the hitherto obscure efforts of a few philanthropists, chiefly Quakers, developed into a national crusade against the abuse of alcohol. The Irish whisky trade was for a time wrecked. Not only throughout Ireland, but in England and the United States he administered the "pledge" to tens of thousands. Unhappily the cost of mere tokens of membership, which thousands were too poor to buy, involved him in debt, and the consequent anxiety, added to his unremitting labours, finally broke him down in Feb. 1852. The enthusiasm, too, which had been at its height in 1845, was, as regards the greater part of Ireland, well nigh killed by the sufferings of the people during the terrible famine of the following years. The solace of drink then proved irresistible. Father Mathew died at Queenstown, Dec. 8, 1856.

After passing, right, Academy Street we come, on that side, to the **Church of SS. Peter and Paul** (Welby Pugin, archit.), the best worth seeing of the R.C. churches. A few yards onward we turn, left, into the wide street, **Grand Parade**, and out of that, right, along **Great George's Street**, past the *Augustinian Church*, right, and across *South Main Street* to the **Court House**, praised by Macaulay (p. 64). It is surmounted by Justice between Law and Mercy, and the fire in 1891 happily did not injure the façade.

[By keeping on along Great George's Street (past the bridge, left, leading to the **Blarney Railway Station**) we should reach its continuation, Western Road, parallel with which runs the mile-long avenue of elms, the **Mardyke**. Beyond the Cricket Ground, right of this, a turn to the right leads to a ferry across the Lee to Sundays Well Road. In Western Road, on the left, and just opposite the turning to the Mardyke, right, is the new gateway of **Queen's Collège** (p. 67)].

Returning from the Court House to Grand Parade we follow it and at the end reach **South Mall**, which contains some of the principal merchants' offices. At the corner of Pembroke Str. is the Imperial Hotel, adjoining the Commercial Buildings.

In Pembroke Street, at the corner of George's Street, is the **Post Office**; p. 63.

[South Mall is continued along the South Channel of the Lee by *Lapps Quay*, at the end of which, at the junction of the two channels of the river, is the *Custom House*. On the opposite side of South Channel, reached from Lapps Quay by *Parnell Bridge*, is **Albert Quay Station** (for Bantry, &c.). Following the quay past that, we see a few yards to the right, **Albert Street Station** (for Blackrock and Passage West), and soon reach the **Marina**, a riverside walk with a pretty view across the water. To the right is the *Race Course* and the *City Park*, which is still too untimbered to be very attractive, at any rate to the stranger. This way it is $1\frac{1}{2}$ miles from Parnell Bridge to Blackrock, and $\frac{1}{2}$ mile more to Blackrock Castle; p. 70.]

We now proceed to St. Finbar's Cathedral by crossing *Parnell Bridge* and turning to the right along the quays. On reaching *George's Quay*, Holy Trinity, church and monastery, of which Father Mathew was the superior, is across the river, and we turn, left, up *Dunbar Street*, to the (R.C.) *Church of St. Finbarre*, where the altar is noteworthy for Hogan's noble sculpture of Christ in the Sepulchre. From the far end of *Dunbar Street* turn to the right, and keep on past St. Nicholas Church to *Barrack Street*, and there turn to the left and then, right, along *Fort Street*. Here is *Elizabeth Fort*, which we follow round, right, into *Bishop Street*.

The **Cathedral of St. Finbar** (Ch. of Ireland) thus approached from the eastward is, both in style (French Early Pointed) and in its proportions and the grouping of its parts (to compare small with great), very like Bayeux. The architect was Wm. Burges, A.R.A. (*d.* 1881), and the whole design, utterly un-English in character, is, considering the intercourse between France and the S. of Ireland in days gone by, as appropriate here, as it would be inappropriate for an English Cathedral. The central tower-and-spire is 240 *ft.* high, those at the west end 180 *ft.*, the total external length of the building from W. to E. being about 175 *ft.*

The first church on this site was founded by St. Finbar early in the 7th cent. (A.D. 606 ?) in connection with a college or abbey, which soon rose to fame and attracted many scholars. About it population gathered and thus began the city of Cork, but both abbey and city suffered terribly and repeatedly from the Danes in the 9th, 10th, and 11th centuries. In 1134 the abbey was re-founded for Canons Regular (Augustines), and the church then built was not wholly removed till about 1735. In it (probably) Spenser, the poet, was married, June 11, 1594, and in 1688, its steeple being garrisoned by the English, it was much injured by the Irish guns of the fort hard by. In 1735 it was replaced by a Doric church, which in its turn made way for the present building begun in 1862, consecrated in 1870, and completed, exclusive of internal decorations, in 1879.

The *West Front* is at once dignified and rich, and is flanked by lofty towers with spires. The carvings of the central (double) portal have the Bridegroom in the centre, and on either side the

Wise and Foolish Virgins. Above is the West rose-window. The N. and S. Portal have statues of apostles and evangelists.

The plan of the cathedral includes nave, with aisles, transept, and apsidal chancel. The ritual choir occupies the space beneath the central lantern and terminates eastward in a semi-circular apse, around which runs an ambulatory, a continuation of the nave aisles.

The principal internal dimensions are: total length, $162\frac{1}{2}$ ft.; width, $56\frac{1}{2}$ ft.; transept, from N. to S., $81\frac{1}{2}$ ft.; height of roof, $68\frac{1}{2}$ ft.; height of lantern, 101 ft.

In so new a building the objects of interest are necessarily few. Of the stained glass windows, fairly satisfactory as a whole, two commemorate heroes of the Zulu War, 1879. The second in the N. aisle is to Lieut. Melville, and the second in the S. transept to his friend and comrade Lieut. Coghill. The subjects of the windows of the aisles and transepts are from the Old Testament, beginning with the West rose-window, the Creation. Those of the ambulatory are from the New Testament, the series beginning at the N. end. In the S. transept, on a bracket is a cannon ball, found imbedded in the steeple of the old church (see small type p. 66, A.D. 1688).

Of the internal fittings, the most noticeable are the *Font* and the *Pulpit*, the latter with figures of the Four Evangelists and St. Paul. The *Bishop's Throne* has on its panels representations of bishops of the see, beginning with St. Finbar, the founder, and ending with Bp. John Gregg, in whose episcopate the present church was erected, and of whose piety and munificence it is in great part a memorial.

The *Mosaic Pavement of the Apse* is intended to portray St. Matt. xiii., 47, "the kingdom of heaven is like unto a net that was cast into the sea and gathered of every kind."

On the outermost border, between the pillars, are the corks; next is a border representing the waves of the sea, while the meshes of the net which form the main pattern of the pavement are filled with marine creatures and figures emblematic of the several classes to be enclosed in the Gospel net: king, doctor, woodman, husbandman, fisherman, slave, &c. The work was executed in Paris by artists-in-mosaic from Udine, in N. Italy. The marbles used were from the Pyrenees.

On quitting the Cathedral turn to the left into *Gill Abbey Street*, and there to the right past the Bishop's Palace. Beyond this do not take the road on the right (that leads below the college grounds) but follow *College Road*. In a few minutes you will reach **Queen's College**, established in 1849, and occupying the site of Gill Abbey, the monastery which grew out of St. Finbar's foundation. The college buildings are of limestone, and form three sides of a handsome quadrangle in the Tudor style. Being one of the "godless" colleges it has never found favour with the R.C. authorities, and the total number of students entering the three foundations—Galway (very few students) and Belfast being the others—has only once, in 1881-2, exceeded 400, and since then

has dropped to less than 300. At Cork the average of late years has been about 100.

The pleasantest way back to the centre of the city from Queen's College is to go round the Gaol, right, and across the South Channel to the Western Road and the Mardyke (*p.* 65).

[If St. Anne Shandon is now to be visited, then from the east end of the Mardyke you can follow the quays to *Northgate Bridge* at the end of North Main Street. Cross the bridge, bear a little to the right and go up *Shandon Street* as far as *Church Street*, right. This leads to **St. Anne Shandon**, rendered famous by Father Prout's lyric in praise of

... the bells of Shandon,
That sound so grand on
The pleasant waters
Of the river Lee.

The church (built in 1722) itself is only remarkable for its steeple. The tower is of limestone on the S. and W. and of redstone on the N. and E. The white steeple above is of three stages and carries a lantern also of three stages, the total height being 170 feet. The *view* from it is well worth the trouble of ascending it. The eight bells (one recast) are by the celebrated bell-founder, Abel Rudhall of Gloucester, and are dated 1750. "Father Prout" (Rev. Francis Mahony, 1805-66) is buried in the family vault close to the tower.

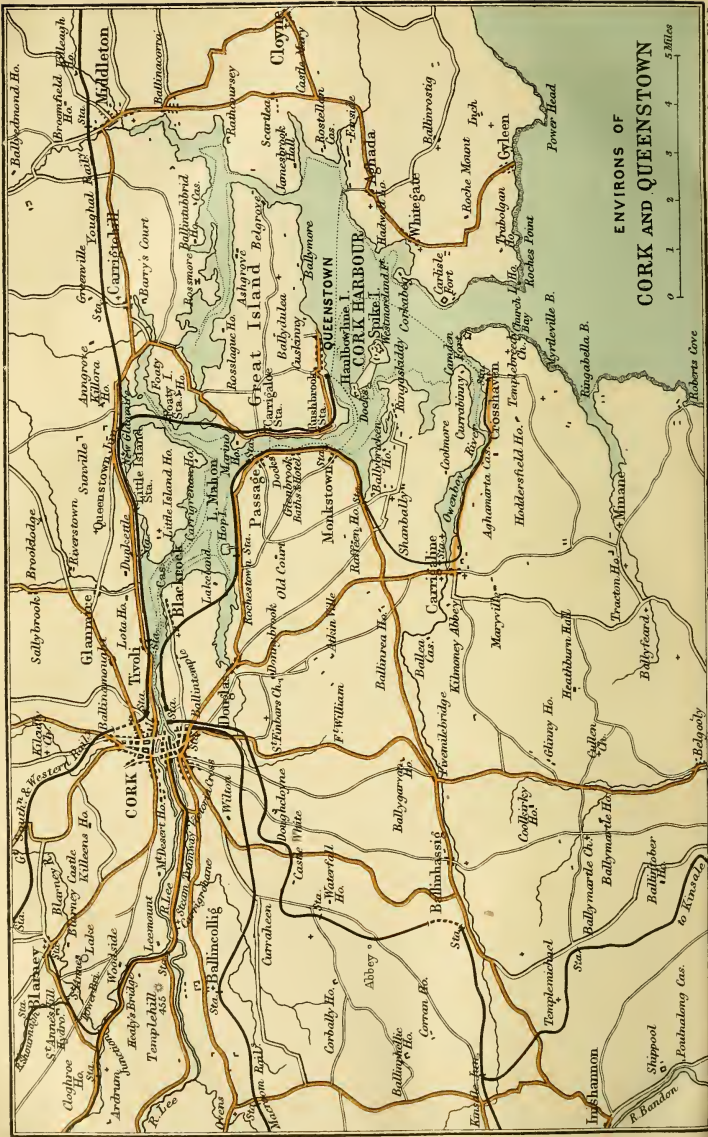
The **R. C. Cathedral** (St. Mary's) in New Road, is only a short distance from St. Anne's. Go up the street from that church and at the top turn to the left. The Cathedral was built in 1808 and has a lofty tower, but architecturally is of no account, and the interior is more ornate than beautiful. A few steps west of the Cathedral we re-enter Shandon St., and the quickest way back is to proceed down it.

For a view of the city and down the harbour it is worth while going down *New Road* (from the R.C. Cathedral), then sharp to the left by *Roman St.* and then square to the right, along *Old Youghal Road*. This leads past the Barracks, and the Military Road, opposite them, may be taken in returning.]

Cork to Blarney. *Cork and Muskerry Railway*, 8 $\frac{3}{4}$ m.; fares: 1s. 2d., 7d.; ret., 1s. 8d., 10d.

This little line, which starts near the west end of Great George's Street (D 1), ascends first the main valley of the Lee and then that of a tributary, the Shournagh. It passes through some very pretty scenery, and is the popular excursion from Cork.

Leaving the spires of St. Finbar's Cathedral behind us, and passing, left, just below Queen's College and the Male Prison. we see on the other side the Convent of the Good Shepherd and the Female Prison. Then, on the right, the City Waterworks and the handsome District Lunatic Asylum. On the left is a Model Farm for training pupils in scientific husbandry. The



ENVIRONS OF
CORK AND QUEENSTOWN

0 1 2 3 4 5 Miles

bottom of the valley here is flat, but bordered by wooded slopes. At *Carrigrohane Station*, $3\frac{1}{2}$ m., close to which is a large disused mill, the valley widens and, crossing the Lee, we enter the Shournagh valley. From this point the line, which thus far has been along one side of the high road, leaves it and follows the narrow silvan valley to *Healy's Bridge*, whence the main-line goes on to **Coachford** (*Burke's*), $15\frac{1}{2}$ m. from Cork. The country now opens out and, crossing a wide flat pasture we come to *St. Ann's Station* for St. Ann's Hill, Hydro', which will be seen, pleasantly placed on the hill-side, left from just beyond the station. [*St. Ann's* is the junction for *Donoughmore*, a bleak uninteresting neighbourhood.] Blarney Castle next appears on the right and we reach the terminus at **Blarney Village** (small hotel near the station). Tickets for the Castle (6d. each) may be had at the station, whence crossing the line we reach the Castle by a foot-path in 3 or 4 minutes.

Blarney (small hotel at the Bridge) is only a village of 800 inhab. on the Blarney river, a tributary of the Shournagh, which is itself a tributary of the river Lee. Blarney tweeds are in some repute. The *Castle* (6d.) is little more than a square tower, abt. 120 ft., with machicolated battlements, amidst fine timber. It was a stronghold of the McCarthys. The celebrated Blarney stone, sung by Father Prout (who added a verse to Milliken's "Groves of Blarney"), is fixed to the parapet by irons some feet from the top, and to kiss it you have to lie on your back over the machicolation. The *Rockclose* is small but rather pretty, a garden laid out with walks and arbours. The small *Lake* is pretty, and holds "a famous red-trout." The modern Blarney Castle was built by Sir Geo. Colthurst, Bt., whose seat it is.

St. Ann's Hill, hydropathic estab., is pleasantly situated $2\frac{1}{2}$ m. from Blarney. A car should be written for beforehand.

Cork Harbour.

The map facing p. 69 illustrates the choice of routes to Queens-town: (a) Rail all the way from *Glanmire*, $11\frac{3}{4}$ m. in about 25 to 35 min. (b) By rail from *Albert Street* to Passage, $6\frac{1}{2}$ m. in 12 to 18 min., thence steamer (in connection) in 20 to 30 min. (c) By steamer from *St. Patrick's Bridge* (plan C 4).

Steamers.—In summer there is at least one "Harbour Excursion" on weekdays from *St. Patrick's Bridge* to Aghada and back calling at intermediate piers. The steamers from Passage nearly all call at Queenstown but from there to Aghada and Crosshaven is by different vessels. For times and fares see *Guy's Time Tables* (1d. monthly), which also gives the **Public Cars** in connection with steamers to *Cloyne*, p. 72; *Ballycottin* (*Sea View*), a small bathing-place on the bay of that name; and *Trabolgan*, the demesne of Lord Fermoy, a favourite resort for picnics. It is well wooded and has a good strand within easy reach of *Roches Point Lighthouse*.

If time permit and the weather be favourable we recommend the Cork Harbour steamers to be used at least in one direction. The rail from Cork to Queenstown affords some fine views. Unless the tourist has a reason for wishing to go to Crosshaven, it is a more picturesque course to Aghada, and thence *Cloyne* (p. 72) can be visited.

After leaving *St. Patrick's Quay* you soon pass, right, the *Custom House*, where the two channels of the Lee unite. Then the high, wooded, north bank of the river is thickly dotted with the villas of *Tivoli* (associated with Sir Walter Raleigh), *Montenotte* and *Lota*; the last so highly praised by Arthur Young for its silvan beauty. The south shore is flat and along it is the *Marina* and the still rather poor *City Park*. The *Glanmire* stream runs in on the north bank just as the channel turns southward off the picturesque *Blackrock Castle*, right, a modern lighthouse on the site of a 17th cent. castle of the Mountjoy family. The view of Cork, looking back, is fine from here. The wide expanse now reached is *Lough Mahon*, and high on the north shore is the *Mathew Tower*, a memorial to Father Mathew (p. 65). *Little Island* is now for 2 miles on the left, and in a bay on the right is the little *Hop Island*, so named, says the local guide, from having been owned by a family who taught dancing, in Cork. Ahead appears *Foaty* and presently a *Martello* tower and the keep of *Belvelly Castle*. Turning southward the steamer passes *Passage*, right, prettily wooded, with a forest of masts at its quay.

The town of Passage is both large and spacious,

And situated upon the *say*;

'Tis *nate* and *dacent* and quite adjacent,

To come from Cork on a summer's day.

There you may slip in and take a dippin'
Forenent the shippin' that at anchor ride ;
Or in a wherry cross over the ferry,
To Carrigaloe on the other side.

Father Prout.

We then enter the narrow channel between *Great Island*, left, and the mainland. **Glenbrook**, half-a-mile further on, is the first calling-place. Adjoining the hotel is the Cork Harbour Rowing Club club-house. The shore beyond this, known as the *Giant's Stairs*, consists of ledges of sandstone rock. **Monkstown**, $\frac{1}{2}$ m. beyond Glenbrook, is a favourite and pretty watering-place with the ruins of a 17th cent. *Castle*, and adjoining that a small ruined chapel. The Castle Grounds command a fine view of the harbour. There is a ferry across the river to Rushbrook.

After leaving Monkstown the steamer calls at *Ring* (or *Ringaskiddy*) and then enters Cork Harbour proper, and heads eastward past *Haulbowline*, right, to **Queenstown**.

Cork to Queenstown, $11\frac{3}{4}$ m., by rail.

The line runs eastward alongside the estuary of the Lee, and Blackrock Castle (p. 70) is seen on the right. At *Queenstown Junc.* (6 m.) it turns southward and, after passing *Foaty* (or *Forta*) *Station*, affords a fine view, right, up *Lough Mahon*. Then it follows the W. shore of *Great Island*, in view of *Passage* and *Glenbrook* on the opposite shore. Beyond *Rushbrook*, $10\frac{1}{2}$ m., there is another good view, right, of *Monkstown* and of the arm of the harbour between that and *Ringaskiddy*.

Queenstown.

Hotels : *Queen's*, a large first-class house overlooking the Quay and Harbour, about 3 min. walk from the Railway Station. *Kilmurray's Royal*; *Rob Roy*; and *Beach*. For steamers to Cork, see p. 70.

For rail from **Cork** see above. *Queenstown*, on the south shore of *Great Island* (pop. 9,082), received its present name on the occasion of the Queen's visit to it in 1849. Before that it was known as *Cove*, or the *Cove of Cork*. It is a pleasant bright place, enjoys a singularly mild climate, and commands a fine view of the harbour, which is always interesting on account of the shipping. The business portion, including the best shops, is along the quay, above and behind which the town rises in a series of terraces along the face of a steep hill. The chief building is the modern and exceedingly elaborate **R. C. Cathedral**. It is perhaps the most richly decorated and most costly building of its kind in this country. Notice the peculiar wall-screens of the nave and the

ornate apse. The *Royal Cork Yacht Club* has its headquarters at Queenstown. *Rushbrook* is the residential suburb of Queenstown and a promenade connects them.

From Queenstown you have the choice of steamers to *Aghada* or *Crosshaven*, and in either case get a full view of the noble expanse of the harbour. (This part is briefly described p. 63.) There is nothing of interest in **Crosshaven** (*Crosshaven*, good) itself, which is shut in on a creek, but a walk of a mile or so leads to Church Bay, so named from a church on the hill above it. This is on the open sea opposite Roche's Point, and is a favourite for bathing and picnics. The hill commands a fine view up the harbour. It is 15 m. by road (uninteresting) from Kinsale.

Supposing the Aghada steamer to be taken, then you land at *Lower Aghada*, and will find conveyances (6d.) for the drive past *Rostellan* (1½ m.; grounds open on Thurs.—very charming) and *Castlemary* (4 m.) to the village of **Cloyne** (5½ m. *Dunne's*). This is famous for its *Round Tower*, 102 ft. including modern parapet, which adjoins the *Cathedral*, now the Prot. church. The see is merged in that of Cork. It was once held by Bp. Berkeley (d. 1753) the metaphysician, to whom a tomb with effigy, by Mr. Bruce Joy, was placed in 1889. The building dates from the 13th cent. and has a good E. window of 5 lights. Within are preserved the remains of St. Colman's house, the founder of the abbey in 707. The return to Cork may be made from *Midleton Station* (5 m.) or *Castlemartyr Station* (6 m.) on the Youghal line (p. 73).

* * * The plying of the Blackwater depends upon the tide and other circumstances. It is well to write beforehand to the Agent, Blackwater Steamer, Youghal.

"THE BLACKWATER TOUR."

Cork to Youghal, by rail, 27 m.

This line forms part of the "Blackwater Tour" from Cork, and during the season circular tickets (permitting break of journey) are issued for the round: Cork to Youghal (rail), Cappoquin (steamer) and back to Cork *via* Mallow (rail) or *vice versa* (First, 10s. 6d.; Second 8s.).

The trains start from Glanmire Terminus, and the route is the same as for Queenstown (p. 71) as far as *Queenstown Junction* (6 m.), a little beyond which the line strikes inland through a pastoral country past *Carrigtohill* (9 m.) and over the Owenacarra River to *Midleton* (12½ m.).

Midleton (Inns: *Midleton Arms, D'Alton's*), a small agricultural town on the Owenacarra. There is a large whisky distillery and a school, Midleton College, where Curran was educated. Close to the distillery is the ford which Raleigh held single-handed against the "wild Irish rebels" till his own men came up; cf. Scott's *Kenilworth* chap. xv.

Ballynacorra (*Inn*) is 1½ m. S. from Midleton Station, and 3½ m. further is **Cloyne** (p. 72).

The next station is **Mogeeley** (17½ m.) from which a road, due S., leads in 1½ m. to **Castlemartyr**, a village situated just outside the park.

Castlemartyr (Earl of Shannon; house not shown). Ask leave at the lodge to walk round the Park. The best view-point is the bridge over the Lake, but the whole of the grounds are picturesque. Of the two old churches which formerly existed here there are no remains, but the site of one is now a burial-ground. The fine ruin of **Imokilly Castle** of which a large square tower is the chief feature, is worth seeing. It was the seneschal of Imokilly whose men Raleigh held at bay (*above*).

From Castlemartyr to **Cloyne** (p. 71) is 6 m., either by Lady's Bridge (1 m. S.), where turn to the right; or by the road skirting the N. side of the Park.

At **Killeagh** (20 m.) the village (*Inn*) is on the left at the foot of the beautiful glen of the *Dissour* which runs through the grounds of Aghadoe (Sir A. R. de C. Brooke, Bt.). Two miles further the ruin of *Inchiquin Castle* is half-a-mile to the right.

The station at **Youghal** (27 m.) is close to the sea.

Youghal.

Approaches: rail from Cork *p.* 73; steamer (in summer) from Cappoquin (*p.* 76).

- **Hotels:** *Green Park*, $\frac{3}{4}$ m. from station, overlooking the bay; *Devonshire Arms* (old town, 50s. a week, good); *Atlantic*, near station, 35s. a week.

Post Office in North Main Street. English mails *Del.* 8 a.m., 5.20 p.m. *Desp.* 12.10, 7.50 p.m.

Omnibuses, from hotels, meet the trains: fare 6d.

Cars: for 3 persons, to hotels or steamers, 1s.

Steamer-quay, $1\frac{1}{4}$ m. from station. **Ferry** ($\frac{1}{2}$ d.; for Ardmore, etc.) from the same point, every half-hour.

. The station is close to the sea, and the way to hotels and steamer-quay is by the coast-road, northwards. When the road divides (in about 1 m.) turn to the left for Main Street, but keep almost straight on for the steamer-quay. The latter can, however, be reached from Main Street in a few yards.

. Visitors making a stay of some length at Youghal may find Canon Hayman's "Memorials of Youghal" interesting.

Youghal (*pron.* Yawl; pop. about 4,000) consists of two distinct portions: "The Strand," most frequented by summer visitors, is close to the station, overlooking the picturesque Youghal Bay, which is bounded on the East by hilly ground (239 ft.) at the mouth of the Blackwater, and South, has a low shore with fine sands extending to Knockadoon Head (135 ft.; 4 miles off) and its islet, Capel Island. This, the modern seaside part of the place, consists of a row of villas and lodging-houses along the shore, and the Green Park Hotel may be said to belong to it. As a bathing-place, it is about the pleasantest spot in the S. of Ireland.

Youghal, proper, is an old and fairly picturesque town of one long street, Main Street, and a parallel river frontage. It is a mile north from the station, and occupies the foot of a hill which rises rather steeply from the shore of the Blackwater, whose estuary widens out above the town, and but for the bar across its mouth would form a commodious harbour. At present Youghal is a sleepy place, but many of the houses show signs of former wealth and prosperity, and it was once a post of some strength under the Geraldines. It has an important salmon-fishery but no sea-going trade. Of its *Walls*, more than half are standing on the West and North of the town, and can be viewed from a lane on the outside, along the face of the hill above Main Street and adjoining the church-yard (*p.* 75). The *Water Gate*, through which Cromwell entered, is still perfect.

Proceeding up Main Street and under the Clock Gate (four stories, and a feature of the town) we pass, on the right, an ancient tower known as *Tynte's Castle*. About 30 yards beyond this, by taking a side street on the left, we ascend to **St. Mary's Church** (key at cottage by the iron gates) which is the chief object of interest. Crossing the quiet grave-yard past the massive tower of the church, "Cromwell's Tower," we reach the W. door which is Early English but much weathered. The interior of the building is both beautiful and striking. The wooden roof is said to be of the 13th century. Before the coming of the Normans there was a church on this site, and some of the pillars of the nave rest on old tomb-stones. The church was rebuilt by the 8th Earl of Desmond, who founded a college in connection with it in 1464. It was restored at the beginning of the 17th cent. by the "great" Earl of Cork, but was soon permitted to fall into dilapidation, and the really noble building is probably now handsomer than at any previous period.

On the N. wall of the nave hangs the curious Cradle of the Corporation Sword—the sword itself being at Lismore. In the S. transept, on the E. side, is the tomb of Earl Desmond and his countess, and opposite is a Cork (Boyle) Monument, similar to the one in St. Patrick's (p. 11). At the N.W. corner of the N. transept, a round-headed arch is pointed out as a Norman tomb-recess.

The chancel has a fine East window of six lights, unfortunately filled with gaudy heraldic glass. On the S. side, towards the W., note the Sedilia.

Adjoining the church-yard is **Myrtle Grove** (the caretaker of the church will show the way to it), famous as having belonged to Sir Walter Raleigh, who had large estates granted to him as one of the Undertakers in the Plantation of Munster. The house is substantially unaltered, and is an unpretending gabled house of the 16th century. Under a group of four yews, a few yards past the front of the house, Raleigh perhaps smoked his new-found tobacco, and in the garden planted potatoes for the first time in Ireland. In regard to the yews, whose girth is insignificant, it is difficult to believe that they are 300 years old. Youghal, if it means the "yew wood," as Mr. Joyce tells us it does, might be expected to be at least ordinarily favourable to the growth of the tree, yet many specimens considerably less than 100 years old have stouter trunks.

Of the two monastic foundations, **North Abbey** and South Abbey which once existed here, only some fragments of the former (the W. gable of the church with a triplet of lancets and a pier between the choir and S. transept) are in the cemetery left at the N. end of Main Street, just outside the walls. The **College** (in Nelson St. close to the Church) already mentioned, passed through Raleigh to the Earl of Cork, and William Congreve, the dramatist, lived there for some years with his father, who was the Earl's agent.

The **R. C. Church** (in a lane parallel to Main Street on the side of the hill) is only noticeable for the elaborate altar, a memorial of Canon Murphy (*d.* 1885).

Youghal to Ardmore, 6 m. Including Ram Head, the distance there and back would be about $12\frac{1}{2}$ m. From Youghal, *via* Ardmore, to Dungarvan (*p.* 49) is 19 m.

Cross the Ferry (every $\frac{1}{2}$ hr., fare $\frac{1}{2}$ d.), and at a fork about $\frac{1}{2}$ m. from the landing-place, take the right-hand road and keep straight forward at successive cross-roads, you pass through the hamlet of Springfield, and along the head of Whiting Bay, and then by an inland course due east.

Ardmore (small *Hotel*) can hardly claim to be considered a watering-place, but is rather a village by the sea. Its interest for the traveller consists in its antiquities, and two of these, the Oratory of St. Declan and the Cathedral, we find at the entrance to the village, by the road we have taken. The *Oratory* measures about 13 ft. by 9 ft., and is of the rude masonry commonly found in such structures. It is said to mark the burial-place of St. Declan, Bishop of Ardmore, whom legend makes one of St. Patrick's predecessors in the conversion of Ireland. His real date was, probably, 6-7th cent. The *Cathedral* is chiefly noticeable externally for the curious carvings, in two groups of niches, on the W. wall of the entrance, whilst inside, the one feature is the beautiful pointed chancel-arch. The Nave is in style Romanesque, but the chancel is older and in part apparently of the same date as the Oratory, 7th cent. Just inside the chancel arch are two Ogham stones. Ardmore ceased to be a bishop's see in 1150. Down to 1838 the chancel was used for worship.

The *Round Tower* (97 ft.) is of four stories, marked by projecting rings. The door, 13 feet from the bottom, is accessible by a ladder, and there is a stair within. The cap is a modern and disfiguring restoration.

Proceeding eastward for about $\frac{1}{2}$ m. towards Ardmore Head, we find, a little beyond Rock House, the remains of *Teampull-Deiscart*, "Church of the South," of the 13th century, and close to it is *St. Declan's Well*—note the quaint crucifixes—which, together with *St. Declan's Stone*, on the beach, is an object of pilgrimage on St. Declan's Day (July 24).

There is an alternative road (8 m.) back to Youghal, by Crossford Bridge and Youghal Bridge, but no scenery of sufficient account to compensate for the extra distance.

Youghal to Cappoquin (River Blackwater), 16 m. In $1\frac{1}{2}$ hrs. by steamer.

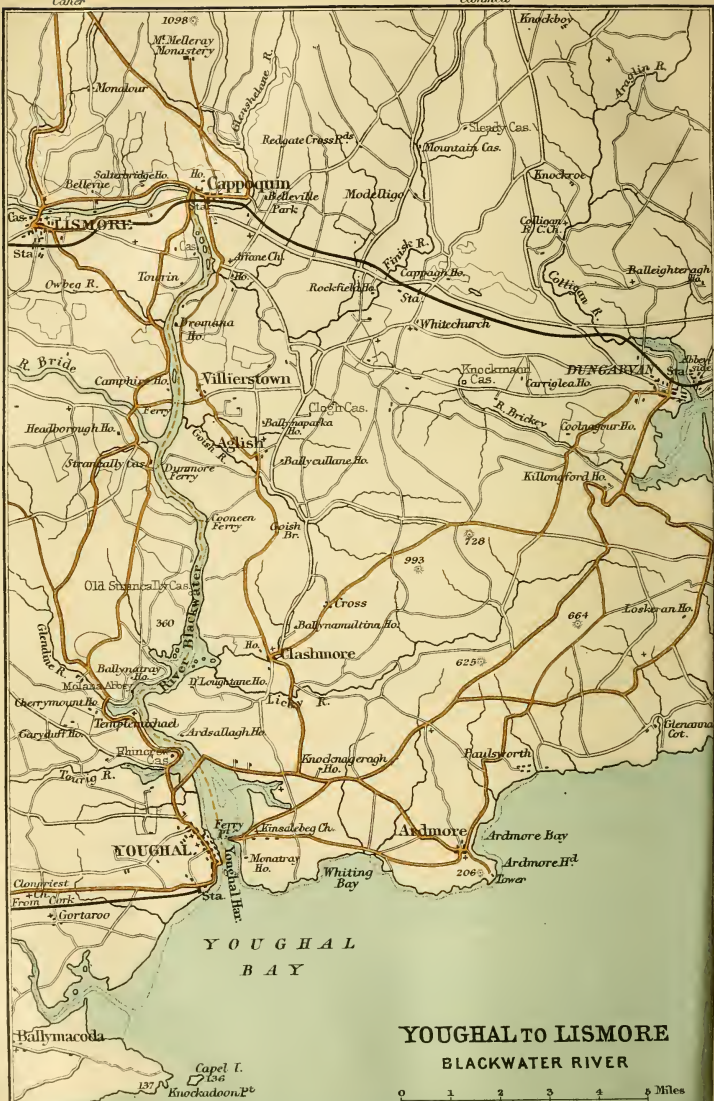
The Steamer Quay at Youghal is $1\frac{1}{2}$ m. from the Station, and is reached by Main Street.

The steamer plies during the summer season only, and is dependent on the tide. **Fares:** Between *Youghal and Camphire or Cappoquin*, 2s., 1s. 4d.; return, 3s., 2s.—*Youghal and Villierstown*, 1s. 6d., 1s.; return, 2s. 3d., 1s. 6d.—*Villierstown and Cappoquin*, each way, 1s. 6d.

On certain days excursion return tickets, 1st class, between Youghal and Cappoquin, 2s.; also circular tickets, rail and steamer, *see p.* 73.

The Blackwater is *not* like the Rhine! The estuary and town will recall to the traveller in Cornwall the Fal and Falmouth.

Route. A little above our starting point the estuary expands, and is fully a mile wide. Soon, on the hillside N. of the town,



the Barracks and above them the Poorhouse are conspicuous. In something less than 2 m. we pass through the iron *Bridge*. It has five spans of 100 ft. and a swing section to allow vessels to pass through it and, reckoning the causeway (pierced by twenty arches) which connects it with the W. bank, has a total length of abt. $\frac{3}{4}$ m. Just above the bridge, left, is the confluence of the *Tourig River* with, on its N. bank, *Rhincrew* (p. 79). Our course lies round this point, and the scenery as the river narrows becomes delightful. On the N. bank opposite Rhincrew is *Ardsallagh House*, and a mile or so beyond this on the W. bank and S. of the mouth of the Glendine, the ivied keep of Temple Michael (p. 79), wrecked by Cromwell, and the Church. On the same side of the Blackwater but N. of the Glendine is the demesne of Ballynatray, and on an islet (joined to the shore) are the ruins of **Molana Abbey** (p. 79). At *Ballynatray House*, left, the river bends E. and expands. On the E. bank is *D'Loughtane House*, and just beyond it the wide bay into which the Licky River empties. This charming portion of the Blackwater is known as the Broad of Clashmore (Clashmore House and village up the next valley on the E.). The E. bank is now dull for a time, but the Knockmealdown Mtns. grow on the view ahead. As the river banks again approach one another we soon come in sight of the ruins of (*old*) **Strancally Castle**, on a rocky point projecting from the E. bank.

"The foundations spring from within a dozen feet of the water's edge; beneath are the traces of a rude landing-place, scooped out of the hard, black cliff; and as you pass you look back upon open arches through which there must have been access to the basement of the castle. Lower still is a cave or natural *oubliette* communicating with the river (the 'Murdering Hole'), through which, according to tradition, the Desmonds of Strancally used to throw the bodies of their unfortunate victims."

On the same side, abt. 3 m. further (passing half-way Coneen Ferry) is (*new*) **Strancally Castle**, a large modern castellated mansion with a finely timbered park, occupying the angle formed by the confluence of the Bride River. Opposite the castle is *Dunmore Ferry*. Yet a mile or so above the mouth of the Bride and on the W. bank is **Camphire** (*Dromana Ferry*; abt. 5 m. by road to Lismore), and on the opposite bank the village of *Villierstown*. Next, passing an island, both banks become richly wooded: on the E. *Dromana Forest*, on the W., *Killahaly*, which extends to the mouth of the Owbeg. *Dromana House*, in a superb situation well up above the E. bank, opposite the confluence, is a plain substantial mansion and distinct from *Dromana Castle*, the birthplace of the famous centenarian, the Countess of Desmond (*temp.* Henry VII.—James I.). The ruins of the latter building are in the grounds, to which the public are allowed access. A mile above *Dromana*, but on the W. bank, is *Tourin*, just beyond which the *Finisk* flows in on the E. [In the grounds of *Affane House*, a short distance up the *Finisk*, *Raleigh* planted the first cherry-tree]. *Affane Church*, and then *Mount Rivers* are

now on the right, and opposite the latter *Drumroe Castle*. The channel of the river is here divided by osier islets, and the view ahead is one of the most beautiful in the course of the voyage, the wooded N. bank of the stream above Cappoquin being backed by the Knockmealdown range rising behind Mount Melleray Monastery (*below*). At Cappoquin the landing-place is close to the railway bridge, about $\frac{1}{2}$ m. W. of the station.

Cappoquin (Hotels: *Harrington's*, 7s. 6d. day; *Morrissey's*. *Walsh's Cars* to Lismore and to Mt. Melleray, 1s. each way), on the Blackwater, where that river after its long eastward course turns due south. This unattractive village occupies a lovely spot, beautifully wooded, and is fairly seen from the railway bridge beyond the station, but everyone who can afford the time should break the journey here. By road (4 m.) to Lismore is charming, *see p. 81*. For rail to Mallow, *see p. 80*.

Mount Melleray Monastery, $3\frac{1}{4}$ m. direct; $4\frac{1}{4}$ m. by the Caher road. The two roads converge a few yards short of Boola Br., the direct one ascending steeply past Cappoquin Ho. (Sir R. F. Keane, Bt.), left; the longer (taken by cars), going E. for a mile and then up the wooded Glenshelane for $\frac{3}{4}$ m., when it turns N.W. and still ascends. At *Boola Bridge* turn to the right, descend to the *Monavugga* stream, cross it, and take the middle road; the spire and buildings of the Monastery will be seen above the trees. Passing left, a *Guest-house* for ladies, who cannot enter the abbey, and a *National School*, we reach a walled-in avenue and the buildings devoted to the higher-class boys, who are educated free by the monks, but pay for their board. **Mount Melleray Monastery** is on the S. slope of the Knockmealdown Mountains, at about 650 ft. above the sea. It was founded in 1830 for Trappists expelled from France, some 500 acres, of what was then a bleak bare hill-side, being given to the brethren by Sir R. Keane. Now, besides flourishing plantings there is a good farm, worked, as it was, indeed, created, by the monks. The buildings, too, are their work, and if not altogether handsome are certainly substantial. The principal part consists of a large quadrangle, and everything is courteously and intelligently shown by the porter. No charge whatever is made, and visitors, for whom there are two comfortable guest-houses, with hospitable entertainment and good beds, need not even make an offering, though few would willingly miss that pleasure. The inmates consist of Fathers, who wear white, and Lay Brothers, whose dress seems to be of brown homespun. The numbers vary, and some have been drafted off to the recently-founded House of the Order at Roscrea. At the time of our visit the community numbered about 100, of whom one-third were Fathers. The two most interesting apartments are the *Chapel*, a striking interior, and the *Dormitory*, with its cramped stall-like cubicles, bare of all but a hard bed and a crucifix. The life of the inmates is very severe. They usually rise at 2 a.m., and are engaged in devotions chiefly till 10 or 11, when they have their first meal of coarse bread, porridge, and vegetables. Work and prayer fill up the day till 6 p.m., when another similar meal is taken, water in each case being the only beverage. Then more devotions, and at 8 p.m. they go to bed. Even in the case of the aged and infirm the diet is very slightly improved, and, for all except the porter and teachers silence is the standing rule, its necessary breach being reduced to a minimum. Notice the boys' school with its birds and plants.

Youghal to Cappoquin (or Lismore), by road.

Distances: Youghal (town) to Rhincrew Bridge, $1\frac{3}{4}$ m; Templemichael, 4 m; Bridge over the Glendine, $4\frac{3}{4}$ m; Molana Abbey, $5\frac{1}{2}$ m; Bridge over the Bride, $12\frac{1}{4}$ m; Killahaly Bridge, $14\frac{1}{4}$ m; Cappoquin Bridge, $17\frac{1}{4}$ m. (Station, $17\frac{3}{4}$ m.).

— Killahaly Bridge to Lismore, 3 m. (station, $3\frac{3}{4}$ m.).

— Bridge over the Bride (*via* Dromana Ferry) to Cappoquin, abt. 7 m.

— Youghal (town) to Tallow, 14 m; Tallow Bridge, 16 m; Lismore, $19\frac{1}{2}$ m.

Remarks. The road to Cappoquin is not equal in beauty to the voyage by steamer, because it misses the part of the river lying between Molana Abbey and Camphire. On the other hand it permits of Rhincrew Castle, Templemichael Castle, and Molana Abbey being examined, and by crossing the river at Dromana Ferry the pedestrian will also include the lovely demesne of Dromana.

The road to Lismore *viâ* Tallow, misses all the Blackwater scenery, as it strikes away from that river after crossing Rhincrew Bridge. It is quite unmistakable, and calls for no description. For Tallow and Tallow Bridge see p. 81.

Cappoquin Road. Proceed up Main Street, and keep straight on past the turn, right, to Youghal Bridge (p. 77). At *Rhincrew Bridge* (1½ m.) cross the Tourig, where, with the tide in, the view is pretty. Turn at once to the right, and if you wish to visit the ruins on the hill above, to the left, in a few yards, and take the path up the hill. **Rhincrew Castle** was a preceptory of the Knights Templars founded by Raymond le Gros in 1183. The remains are not of much interest, but the view from the hill is worth the slight détour. Return to the road and proceed to the left. When round the point, Ardsallagh House is across the river. At a junction of four roads (4 m.) turn to the right for a glance at the keep of **Temple Michael Castle**, which, with a small church, occupies the point at the mouth of the Glendine. Return to the junction of roads and turn to the right, that is along the continuation of the road from which you diverged. Over the brow you will reach the bridge across the *Glendine*.

For **Molana Abbey** (abt. 1¼ m. there and back from the bridge) turn at once to the right and follow the path by the waterside. The ruins are on the bank of the Blackwater, on the beautiful demesne of, and a little below, *Ballynatray House* (Hon. C. W. More Smyth). The name Molana is said to be derived from the reputed founder of the Abbey, St. Molanfide, about whom almost the only thing known is that he was "abbot of Dairinis at Lis-mor-Mochuda" and of royal lineage. His date is not recorded in the *Martyr. Doneg.* which supplies this information. That he lived before the end of the 6th cent., and may have founded the abbey (the ruins are, of course, mediæval) is rendered possible because the abbey was then in existence, and had, as one of its abbots, Fachtna, first Bp. of Ross (Carbery) who died, according to the *Annals of Innisfallen*, A.D., 600.

Round the centre court, in which is a *Statue of St. Molanfide* (the inscription must be read subject to the caveat above; the "habit" is, of course, an anachronism), runs an open *Cloister*, off which are the *Dormitories*. On one side is a *small Chapel* with an *Urn* in memory of Raymond le Gros (see *Rhincrew above*). On the other side of the court is the *Refectory*, and near it the *Kitchen*, with the *Well* (which was very deep) outside, but now filled up. The *large Chapel* consisting of nave and choir, contains two tombstones to ecclesiastics (note the crosier). There are also remains of the *Belfry* (now called the *Wishing Tower*) and, about 20 yards from the main building, the gable of what is supposed to have been the *Abbot's House*. The abbey was much injured temp. Elizabeth, and still more so in Cromwell's time. Outside the abbey is an inscription, "This abbey, anciently called Darinis, on the island of St. Molanfide, since Molana, was united to the mainland of Ballynatray by Grice Smyth, Esq., A.D. 1806."

From the bridge over the Glendine follow the road (avoid turns off from it) which goes over the hill past a chapel and school (abt. $7\frac{1}{2}$ m. from Youghal inclusive of the détour to Molana Abbey), and at 9 m. forks. There go to the right, and about $1\frac{1}{2}$ m. onward turn to the right out of the main road, along one that passes a short distance to the left of a chapel. This leads past *New Strancally Castle* ($10\frac{3}{4}$ m.; for *old Strancally Castle*, see p. 77), which is finely placed above the Blackwater.

Just beyond the castle a road leads down to *Dunmore Ferry* (for the village of *Aglisk*).

About $\frac{1}{2}$ m. beyond Strancally you cross a small stream and rejoin the main road, and there, turning right, pass round the grounds of *Headborough House*, and by a sharp turn, right, to the bridge over the *Bride*. Cross the bridge and you then have a choice of routes. If time permits, choose (b).

(a) The main road straight on at first, and then bending to the right, strikes the Blackwater in a long mile, and follows it up past *Dromana* (see b) to *Killahaly Bridge* over the *Owbeg*. Thence, after skirting the *Tourin demesne*, right, it turns right, left, and right in quick succession, and once more joins the Blackwater $\frac{1}{3}$ m. short of the railway, under which you go to *Cappoquin Bridge*, a sweet spot. Turn to the right, when across that, for **Cappoquin** (p. 78) and the station ($\frac{1}{2}$ m.).

(b) From the N. side of the bridge over the *Bride*, turn off to the right to **Camphire** (*Dromana Ferry*), a calling-place for the summer steamer, in connection with which a public car runs to and from *Lismore*. Cross the ferry, and ascend to *Villierstown*, $\frac{1}{3}$ m. From the church follow the road northward, and in $\frac{1}{3}$ m. turn left towards the river, and follow the road up it through *Dromana Forest*, past **Dromana House** (p. 77). Keeping straight on, *Tourin Castle* is seen on the far side of the river, and then you cross the *Finisk* and join a main road and follow it past *Mount Rivers* to **Cappoquin** (p. 78).

Affane House, where the cherry was first introduced by *Raleigh*, is on the *Finisk*, $\frac{1}{2}$ m. up-stream from where you cross it.

Cappoquin to Mallow by rail, 36 m.

N.B.—The railway between *Cappoquin* and *Fermoy*, though it affords some sweet views, misses much of the best of the scenery of this lovely section of the Blackwater, notably at *Lismore*, perhaps the most beautiful spot of all. The road, (p. 81) on the contrary, is delightful throughout and should at least be taken as far as *Ballyduff Station*.

The line, $\frac{1}{2}$ m. W. of *Cappoquin Station*, crosses the mouth of the *Glenshelane* and immediately afterwards the *Blackwater*, in each case with a lovely view on the right, including the finely

placed Cappoquin House (Sir R. F. Keane, Bart.) overlooking the bend of the river. For the next 2 *m.* we wind along the vale, but then turn away from the river, and only get a peep of the spire of the Cathedral as we approach **Lismore** (4 *m.*; *p.* 82) whose station is to the S. of the town and a mile from the river and castle. From Lismore to *Tallow Road* (6½ *m.*) trees hinder the view.

Tallowbridge on the Bride is 3 *m.* south, and about ½ *m.* up that stream is Lisfinny Castle, a ruined tower, in which for some weeks during the latter part of 1887 a Nationalist M.P. defied the police. **Tallow** (Inn: *Deronsshire Arms*) is 1 *m.* south from Tallowbridge.

Approaching *Ballyduff Station* (10½ *m.*) we again see the Blackwater, here flowing through a pastoral valley. Over a nearer range, right, rises the bare range of the Knockmealdown Mountains. A mile beyond the station the valley is very pretty, and across the river, adjoining the modern residence, is the ruin of Mocollop Castle. The poor church of *Clondulane* (16¾ *m.*) is on the left as we enter that station, beyond which through a well wooded country, and passing Moore Park, right, beyond the river, we cross the Blackwater at a lovely spot close to the ruin of Carrigabrick Castle. A range of barracks is on the left as we enter **Fermoy** (19½ *m.*; *p.* 83). The stump of a square tower, Cregg Castle, is next seen, left, but the country is commonplace to *Ballyhooly* (24½ *m.*). [Convenient for the ascent of the Nagles Mtn.—fine views.] The river *Awbeg*, Spenser's Mulla, is crossed and on its far side, left, is seen the fine ivied ruin of Bridgetown Abbey, about half-way to *Castletownroche* (29 *m.*; village and inn 1½ *m.* N. of station). Onward there is nothing to remark except Mallow Castle, left, as we reach **Mallow** (36 *m.*; *p.* 88).

Cappoquin to Lismore, 4 *m.* by road.

For silvan riverside scenery of the softer kind there is no more beautiful 20 miles in all Ireland than from Cappoquin to Fermoy, of which this short walk is the beginning. As far as Lismore there is a road on each bank of the Blackwater, and there is little to choose between them. Those who stay either at Lismore or Cappoquin will of course make the round of 9 miles and traverse both of them. The main difference between them is that the road on the N. or left bank, skirts a succession of charmingly wooded demesnes, and approaches Lismore over the bridge close to the Castle; the S., or right-bank road is less wooded, but affords exquisite views of the opposite side of the valley. In either case we start from *Cappoquin Bridge*, at the W. end of the village, under Cappoquin House.

(a.) *N. side*: For the first mile the river is close on the left; then meads intervene as we pass in succession, right, Salterbridge House, Bellevue, and Ballyrafter. We again approach the stream just short of the bridge over the *Owennashad*, which enters the Blackwater at this point close to *Lismore Bridge*, a most delightful view-point not only of the river but of the noble Castle, towering above the glorious beeches which clothe the cliff on which it is built. More to the left, the spire of the Cathedral is seen above the trees. The road ascending from the S. side of the bridge leads to the town.

(b.) *S. side*: Cross Cappoquin Bridge and turn to the right. In a mile the river is struck, opposite Salterbridge House, and is alongside for the next 1½ *m.* Just as the channel is interrupted by a wooded islet, the road turns to the left close to "the Round Hill," right, on which are the remains of the double fosse of the earthwork, which gave its name, *Lis-more*, i.e. "great fort," to the town. About ¼ *m.* beyond this, 3 *m.* from Cappoquin, our road joins another, and we bear to the right and have a straight mile or so to Lismore.

Lismore.

Hotels : *Devonshire Arms, Blackwater Vale*, smaller ; both in the main street, $\frac{1}{2}$ m. from Station. Both hotels have some fishing.

Distances : (*by road*) Cappoquin, 4 m. ; Tallow Bridge, 4 m. ; Youghal, 17 m. ; Caher, 21 m. ; Mitchelstown Caves, 20 m. ($7\frac{1}{2}$ m. thence to Mitchelstown or $10\frac{1}{2}$ m. to Caher).

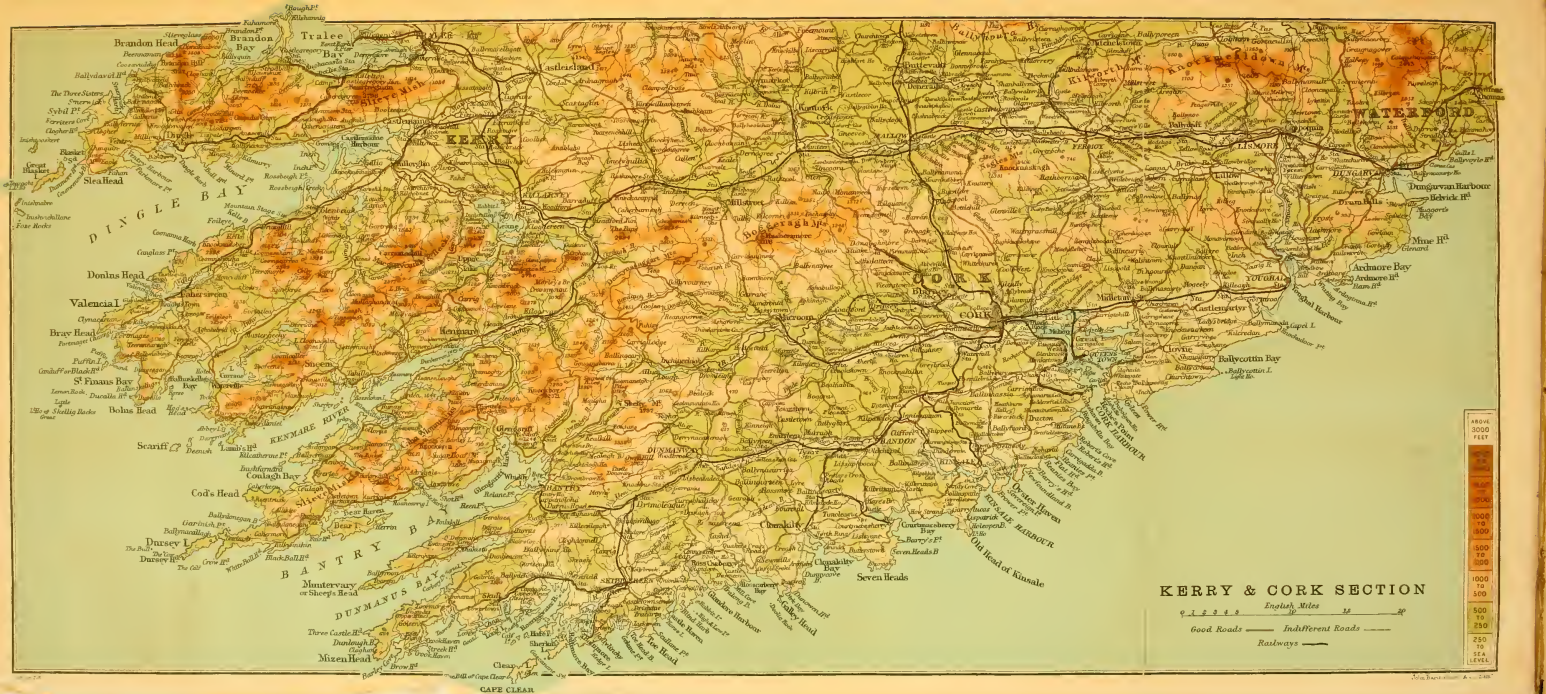
Post : English mails del. 7.50 a.m. and 4.30 p.m.; desp. 11.15 a.m. and 5.30 p.m.

Lismore is a market-town of 1,600 inhabitants and the seat of a bishopric, now linked with Waterford and Cashel. Besides the exquisite scenery of the Blackwater and its first-rate fishing, a great attraction for tourists is **Lismore Castle** (Duke of Devonshire. The Castle and grounds can be visited on week-days ; from the Devonshire Hotel turn to the right by the side of the hotel, the entrance is straight ahead), a splendid pile "not as large, but as noble and picturesque as Warwick" (*Thackeray*), superbly placed on a wooded cliff above the river.

The Castle was founded in 1185 by Prince, afterwards King, John but was almost entirely destroyed by the Irish in 1189. By whom it was rebuilt does not appear, but for some considerable period the bishops of Lismore made it their residence. In 1587 the Castle and Manor with other lands were demised, subject to a rent of £13 6s. 8d. to Sir Walter Raleigh, who in 1602 sold his Irish estates to Richard Boyle, afterwards created Earl of Cork and known as the "great" Earl. He rebuilt the castle wherein, on January 25th, 1627, his youngest son, Robert Boyle the philosopher was born, "not for an age but for all time." During the Civil War in 1642, it successfully withstood the attack of the Irish adherents of the Parliamentary party, but was reduced in 1645 and burnt. Ten years later it was once more rebuilt and in it James II. spent a night, in 1689, on his flight from the Boyne to Waterford. Then it was that he is said to have started back, in surprise or alarm, on suddenly coming upon the deep view down to the river, from the window of the drawing room. In 1753 the last Earl of Cork and Burlington died, and his estates passed to the 4th Duke of Devonshire who had married his daughter. The 6th Duke early in the present century began extensive improvements, and before his death practically rebuilt the Castle ; hence its comparatively new appearance.

Of the *exterior*, the principal features are the Flag Tower and Carlisle tower on the W. of the river-front. King John's tower, of which the lower portion is the oldest part, is on the town side. "Raleigh's" tower (upper yard) is the oldest of the towers.

Of the *interior*, the chief apartments calling for mention are: the *Hall*, where observe the crozier of Bishop Macgetigan (1113), found in 1811 during alterations at the castle, together with the MS. since known as the book of Lismore. Here too is a family group by Vanloo, including the last Earl of Cork mentioned above. In the *Dining Room* most of the pictures are copies of old masters. Of originals there is a "storm at sea" by Backhuysen, "Paul preaching at Athens" by Tiepolo, and a Portrait of the



famous Robert Boyle. In the *Drawing Room* may be seen another portrait of the last Earl of Cork with his wife and child, by an unknown artist. Here, however, it is not the fine apartment that is the attraction, but the exquisite view from the great bay. From the upper rooms a yet wider view can be had, but not a more beautiful one. In each case the Knockmealdown range forms a fine background to the wealth of foliage in which the river is deep set.

The *river-terrace* and the *gardens* will of course be included in the tour of inspection.

Lismore Cathedral (Ch. of Ireland) and indeed Lismore itself are said to trace their origin back to the 6th century. An abbot of Lismore occurs about 540, and from that time a monastic establishment undoubtedly existed here, and became famous in connection with the "university" founded by St. Carthagh in 635, which lasted on till it was finally destroyed by the Danish rovers about 833. Its ecclesiastical status, however, survived, and its episcopal history is fairly continuous, though comparatively uninteresting.

The existing fabric, of which the graceful spire is modern, has 13th cent. pillars in the nave, but chiefly dates from the 17th cent., when the "great" Earl of Cork spent much upon it. There are a good many inscribed old slabs, of interest to the archaeologist: Colgan (d. 850), an ecclesiastic, "a blessing on the soul of Colgan"; Sweeney, abbot of Lismore (d. 854), "Sweeney, son of Cuodhir,"; Martin, abbot (d. 878) "a blessing upon the soul of Martin"; Cormac, Bp. of Lismore (d. 918), "a prayer for Cormac P..." upon the head of a small cross; Dounchad (assassinated in the cathedral, 1034), "a prayer for Dounchad." For an admirable paper "The Annals of Lismore," from which we borrow the translation of these inscriptions, see *Reliquary*, Jan. 1864.

Lismore to Fermoy by road, 16 m. (*For roads from Cappoquin see p. 81.*)

From the town proceed to the bridge over the Blackwater, cross it and turn to the left. Here Ballyin House, right, occupies the angle between the main valley and the Clogheen glen. In abt. $\frac{1}{4}$ m. we again touch the Blackwater at a charming spot and then the road, $\frac{1}{2}$ m. further, turns a little away from the river, but only to return to its former direction. Crossing streamlets at *Glen-natore Bridge* and *Ballyvena Bridge* we skirt, right, the demesne of Ballysaggartmore. Across the vale is Glencairn Abbey, just as we reach *Ballysaggartmore Bridge* ($3\frac{1}{2}$ m. from Lismore Br.). About a mile beyond this we again approach the river and then, as it once more bends away from the road, the ruin of Ballyduff Castle is seen ahead on its further bank. At **Ballyduff**, $4\frac{3}{4}$ m., we cross the Blackwater (close to the ruined castle, left) and turn to the right. *Ballyduff Station* is a long mile from the turn, and the ruin of Mocollop Castle, on the N. of the river, a mile beyond that. Then we shortly afterwards pass under the railway, which runs between the road and the river for $3\frac{1}{2}$ m. After again going under the line, Kilmurry House is on the N. bank. Passing through the village of *Clondulane* and crossing the line beyond the station we soon see, on the bank of the river, the ruin of Carrigabrick Castle and shortly afterwards reach *Fermoy*.

Fermoy (Hotel: *Royal*) is a modern town chiefly on the S. side of the river and of about 6,500 inhabitants, exclusive

of the troops. It was the creation of a Scotch merchant, Mr. John Anderson, of Cork, who at the close of the last century invested his fortune in laying out the place and erecting churches, an hotel, etc. The government then secured the success of his venture by building the large barracks on the N. bank of the river. The town itself has no particular claims on the tourist's attention, but for the angler on the Blackwater, and its good trouting tributary, the Funshion, it offers good quarters, and there are some interesting and picturesque excursions to be made from it. *By rail to Mallow, p. 81; by road, p. 87.*

The Araglin Glen. This is a delightful little excursion about 13 miles there and back from Fermoy, if it be made no further than Castle Cooke, but with time at command the glen is worth exploring above that. At the N. end of Fermoy bridge turn E. (*i.e.* left coming from the station). The road crosses the railway and (2 m.) the Funshion. Then passing Moore Park, left, a short mile brings us to cross roads and we turn to the right, and in a few hundred yards reach the convergence of roads at the bridge over the Araglin. Ours is the left hand one, which ascends the glen along the *left* (East) bank of the stream and about 3 m. up it, a mile or so beyond Glenfinish Bridge, we arrive opposite Castle Cooke.

Fermoy to Mitchelstown, 11½ m. by rail; 11 m. by direct road. The road crosses the Kilworth Mountain at an elevation of 750 feet. The view W. and N.W. is very wide over the plain of county Cork and extends in clear weather to the Killarney mountains. At 7 m. (*Pub. Ho.*) the lofty strip of the tower of *Caherdrinny Castle* is ¾ m. left.

The rail passes **Glanworth** (4½ m.) where at the S. end there are the ruins of a *Castle*, with square keep, a tower and remains of domestic buildings of later date, the whole enclosed in an enceinte with round towers. Just outside the town at the other end is the ruined church of a *Dominican Priory*. Both ruins are fairly seen, right, from the train. Except a ruined tower here and there and the conspicuous fragment of *Caherdrinny Castle* on *Kilworth Mountain* there is nothing calling for mention on the rest of this journey.

Mitchelstown (*Fitzgerald's Hotel*, tolerable, in Newmarket Square, 10 min. walk direct from the Station, which is on the S. side of the town) is a pleasantly situated town (*pop.* 2,000) in a park-like country some 350 feet above the sea. On its notoriety in connection with Home Rule proceedings we need not dwell, except to say that as you enter New (or Market) Square from the Station, the Police Barrack is on the right in Upper Cork Street. Thence were fired the shots which killed three of the mob. Two stone crosses inserted in the footway, on the opposite side near the corner of the square, commemorate two of the victims whilst a third cross nearly opposite *Fitzgerald's Hotel* marks the spot where the other fell. The *Post Office* is up a side street which diverges left from Lower Cork

Street on the far side of the square, and this last also leads to College Square where are the long defunct Kington Arms Hotel and the entrance gates of Mitchelstown Castle, one of the finest mansions in Ireland and situated in a large and beautiful park to which local people are admitted by an order from the agent, though strangers usually find a visiting card a sufficient passport. We ought to have said that of the two spires, seen as we enter the town from the station, that on the left is the Church of Ireland, and the one on the right the R. C. Church. The road past the former leads into another main street and to College Square adjoining the Park.

About $\frac{1}{2}$ m. from the S. end of the town by the road to the left of the station-road are Brigowne Round Tower and an old church, both in fair preservation.

For the ascent of the **Galtees** see p. 87.

Mitchelstown Caves ; $9\frac{1}{2}$ m. from Mitchelstown, $10\frac{1}{2}$ m. from Caher, p. 149. The road is dull walking.

The visitor should eschew fine raiment and supply himself with magnesium ribbon, or, perhaps better, half-a-dozen blue-lights.

The gratuity to the guide according to time taken and the number of the party.

Tea, &c., at cottage.

Remarks. These caves, described by Arthur Young, in 1776, occur in a low, round hill of limestone. They are smaller and less impressive than the Peak Cavern, at Castleton, and less beautiful than Cox's Cavern, in the Cheddar Cliffs, but they are far richer in stalactites than the former, and much more extensive than the latter.

To see the best parts, which are also the most accessible, an hour may suffice. A full exploration of the ramifications, little short of a mile in all, will require 6 or 7 hours.

Route. Going left out of the square at Mitchelstown, our road, at ($\frac{1}{2}$ m.) the top of the hill is, by the second turn to the right, to the village of *Kilbeheny* (4 m.; *Kilbeheny Castle*, half of a lofty tower, is abt. $1\frac{1}{2}$ m. N.W.). About $2\frac{1}{2}$ miles further, turn to the right, just beyond Skaheenarinky School, 180 yards short of the spirit store. Turn left in a quarter-of-a-mile and then keep on till you reach a cottage with zinc and thatch roof, near a stone stile, then to the right. Just behind this, at the bottom of a disused quarry, is the entrance to the **Caves**. Entering by a door and squeezing through a low and narrow passage, we come to steps from which a lofty passage, about 150 yds. long, leads to the "*House of Commons*," which is approximately circular and 50 feet in diameter, and 20 feet high. Opposite the entrance to this chamber, another passage, 20 yards long, leads, past the "*Organ*," a series of fluted columns, which are well named, on account of the musical notes produced by striking the columns. This passage ends at the "*House of Lords*," which is about 80 feet in diameter and 20 feet

high, and with plenty of light is very beautiful. On every side giant pillars of stalactite and stalagmite, the junction generally being about two-thirds down. Marble-like masses hang in graceful festoons from every available spot. The endless fantastic shapes have been named: "the Golden Fleece," "Indian Corn," "Turkish Tent," etc. The columns are very fine, and one, the "Tower of Babel," has the stalagmite 15 feet round, with the stalactite about half that. On the roof is pointed out the "Railroad," with "points," as if laid off by an engineer. These are really the beginning of a curtain, which in far off ages may reach the floor.

After taking a peep at the glittering crystals of the Diamond Rock we may return to the House of Commons, and from it proceed to the *Kingston Hall* through the long passage, *Sadleir's Cave*, in which is a huge stalactite and stalagmite known as "Lot's wife." The Hall is a very remarkable cave like a tent, 20 yards long. In places the tent-cloth forms an actual curtain through which openings have been made. The bands of colour, too, are noteworthy. Parallel with the Hall is *Sand Cave*, off which open sundry small chambers or "closets."

From the Diamond Rock (*above*) is reached the *Cathedral* (120 ft. by 30 ft. and 30 ft. high), and at its south end are cross-passages. That to the south is short, and as well as the west passage (80 yards) is without interest. The short east passage leads to the *Ballroom* (40 ft. long) and the *Four Courts* with, among other curious forms, one called the "Giraffe." Thus far there is no difficulty. A tortuous passage leads to *O'Leary's Cave*, which is larger but uninteresting, and from it is reached a low cave (10 ft. square), from which depends the deep-toned "Bell." Hence with some difficulty the "chimney" is reached. This is a hole from 2 to 3 feet across, and about 6 feet long, giving access to an exceedingly cramped passage which leads to the *Scotchman's Cave* (40 ft. long), ornamented with transparent, quill-like stalactites. Here is the "*Cow's Skin*" which the guide will show off with his candle. From this, *O'Callaghan's Cave* (featureless) is entered, and from it a narrow rift and passage lead to another (nameless) cave with fine stalactite. Returning to the "Chimney" and taking another passage, a *cul de sac* is passed in which, on a ledge, dwell tiny white worm-like creatures, 'springtails.' A long passage leads to "*Cust's Cave*" which is square and has good stalactites. About 20 yards north of it is a junction of four passages, N., S., E. and W. The first of these leads in 80 yards to a cave without any stalactites; the second is the one by which you approached the junction; the third is without interest; and the fourth after becoming cramped lands you in the "House of Commons" with which you began. From the fact that there was no natural entrance to the caves, they have necessarily furnished no remains of past races of men or animals.

There is a very fine view from the hill above the Caves.

For Clogheen and Clonmel, see p. 147.

In returning to Mitchelstown, the route may be agreeably varied by crossing the main road at the point where you regain it (7 m. from Mitchelstown) and proceeding nearly 2 miles to *Galtee Castle* (called on the Ordnance map "Mountain Lodge") at the foot of the Galtees. Crossing the stream here and turning south again you re-enter the main road a mile east of Kilbehenny (5 m. from Mitchelstown).

The Galtees. This grand mass of mountains rises on the north of the road from Mitchelstown to Caher. Its highest point is *Galtymore* (or *Dawson's Table*) 3,015 feet. Galtymore is at once the best point to aim for and as easy as any of the principal summits to reach. We advise driving to 'Mountain Lodge' (car from Mitchelstown, 7s.; from Caher, 8s.; ret. 11s.). Thence follow the lane up by the wood and in about $\frac{3}{4}$ m. you cross the stream and turn up to the right. Some $\frac{3}{4}$ m. further you will get on the southern spur of Galtymore, and ascend (say $\frac{1}{2}$ hr.) by it, bearing somewhat to the left, to the ridge a little W. of the highest point. Galtymore itself is a conical summit, but Galtybeg, just E. of it is still more of a cone. To the W. of Galtymore is *Lough Curra*; between it and Galtybeg, the smaller *Lough Diheen*, and beyond Galtybeg another, *Lough Borheen*. Of these tarns, Curra has cliffs of some 1000 feet descending almost from the summit of the range, which belongs to the old red sand-stone formation. *Lough Muskry*, also on the N. side of the ridge, about 3 m. E. from Galtymore, has yet loftier cliffs. The view in every direction is, in clear weather (a rather rare condition in summer) superb, and extends from sea to sea. Northward "the famous golden vale of Limerick and Tipperary spreads a rich level to the eye, bounded by the Mountains of Clare, King's and Queen's Counties, with the course of the Shannon, for many miles below Limerick. To the South you look over alternate ridges of Mountains, which rise beyond one another, till in a clear day the eye meets the ocean near Dungarvan. The Mountains of Waterford and Knockmealdown fill up the space to the South-East. The Western is the most extensive view; for nothing stops the eye till Mangerton and Macgillicuddy Reeks point out Killarney. The prospect extends into eight Counties: Cork, Kerry, Waterford, Limerick, Clare, Queen's, Tipperary, King's."—*Arthur Young*. To these may be added Galway, Kilkenny, Wexford, and Wicklow, but except that the mountains may define the last-named, these counties must be taken for granted as on the horizon.

Except the ascent above given, there is no very convenient route for descending unless you are bound for Tipperary. In that case it is easy enough to find your way down northward from Galtybeg, when you will find a track above the E. bank of the stream which issues from Lough Diheen. This leads down into the valley of the Aherlow, over which a bridge leads direct to Ballynacourty House, belonging to the Dawson family (whence the local name of Galtymore). The road for Tipperary turns to the right about $\frac{1}{4}$ m. beyond the bridge and is briefly described p. 150.

Fermoy to Mallow, by road, 18 $\frac{1}{2}$ m. This road is distinctly pretty in parts, but cannot compare with the road west from Cap-pouquin. We start westward from the north part of Fermoy, and passing Castle Hyde and Cregg Castle, both on the left, approach the Blackwater. At a junction of three roads (4 $\frac{3}{4}$ m. from Fermoy) take the left-hand one past the ruin of *Ballyhooly Castle*. [Ballyhooly Station is abt. $\frac{3}{4}$ m. from here, through the village]. Crossing the bridge over the Blackwater we turn to the right at cross-roads beyond it. *Convamore* (Earl of Listowel) is on the North side of the river and, about 2 m. from Ballyhooly Bridge, the glen of Awbeg converges on the right at the head of a river-bend which the road cuts across. *Bridgetown Abbey* is on the left bank on the west of the bend. About 1 $\frac{1}{2}$ m. beyond *Carrigacunna Castle*, right, at a junction of roads (5 $\frac{1}{2}$ m. from Ballyhooly Bridge) we take the right-hand one to *Killavullen* (Killawillin on map) in order to get the view from the bridge, which includes the ruins of *Monanimy Castle* and Church. Returning from the bridge and now, of course, turning to the right at the junction of roads, we enter Mallow across its bridge.

Mallow.

Hotel: *Royal*, well situated and close to the Station; *Moran's Central*.

Post Office: in High Street. English mails del. 8 a.m.* and 12.30 p.m. desp. 8.15 a.m. and 9.15 p.m.* [*Sundays.]

Distances (by rail): Blarney, 15 m.; Buttevant, 7 m.; Cappoquin, 36 m.; Cork, 21 m.; Fermoy, 17 m.; Killarney, 41 m.; Limerick (direct), 40 m.; Lismore, 32 m.; Tipperary, 40 m.; Waterford, 75 m.

Mallow (pop. abt. 4,500, including the suburb of Ballydaheen), is an important railway junction, 144½ m. from Dublin. From it lines diverge N. to Limerick and Dublin, S. to Cork, E. to Waterford, and W. to Killarney. It is situated on the Blackwater, a famous salmon river, which here flows as a broad stream through a wide, richly timbered valley. The town (which gets its name "the plain of the Allow," from the main feeder, the Allow River) is particularly comely and, except for the names over the shops, very English-looking. It consists mainly of one street, High Street, with the station at the higher and western end and the old castle and bridge at the lower end.

Of things to be seen close at hand we may mention the Castle, the view from the Bridge, and above all the view from the Rock. From the station go down the High Street, past the **Post Office**, to the Clock Tower. Here a turn to the left leads to the **Spa**, with a spring (70° Fahr.) highly charged with nitrogen. A hundred years ago bathers and drinkers were many, and the Spa House and Baths were built by the Sir Denham Norreys of that day. Now the spring is deserted. Turning to the right at the Clock Tower, a few yards bring you to the Bridge connecting the town with Ballydaheen, where the road straight on leads to Cork, 21 m., and that to the left, down the Blackwater valley, to Fermoy, 18 m.

Returning from the bridge to the Clock Tower, turn to the right to the Lodge of **Mallow Castle** (Sir D. Norreys Bt.). The ivied ruin of the old Castle of the Desmonds, wrecked in 1641, is on the right, just inside the gate. The present mansion was begun by the Sir Denham who built the Spa-house, but was never completed. It is seen on the left on the way to the **Rock** (*key at the lodge—gratuity to cicerone*), about a mile through the pleasant park. The Rock rises abruptly from the Blackwater, and its summit commands an exquisite view of the river, all the more beautiful perhaps because somewhat limited by a bend of the richly timbered banks. Where the rock drops quite sheer to the water it is called the "Lover's Leap."

Mallow to Doneraile, 7 m., and Kilcolman Castle, 10 m. Car, to the Castle and back, abt. 10s.

Another route is *viâ* Buttevant Station, 5½ m. from Doneraile.

The distance given above is by the shortest road, which leaves the High Street, on the left, a little short of the Clock Tower. If the Buttevant road be taken at starting, the distance is 7½ m. **Doneraile** (*Imperial Hotel*) is prettily situated on the Awbeg, just outside the finely timbered Doneraile Park, the seat of Visct. Doneraile, whose predecessor the 4th viscount, it will be re-

membered, was the victim of a rabid pet fox (1887). For **Kilcolman Castle**, take the road which crosses the Awbeg and turn to the left, *not* at the cross-roads $\frac{1}{2}$ m. onward, but at a junction of by-roads, 1 m. from the bridge. Crossing the Bregoge River, a small tributary of the Awbeg, it is 2 m. from the main road to the ruined tower (on the N. side of a small lake), which was the home of Spenser, the poet. In his day, however, what is now a bare and uninteresting district was apparently wooded. Of streams in the neighbourhood, the *Awbeg* is his "Mulla," and the *Blackwater* into which it flows, the "Awniduff." The *Bregoge* (*above*), is still known by the name he gives it, and so is the Allow. "Arlo hill (who knows not Arlo hill?), that is the highest head (in all men's sights) of my old father Mole" is Galtymore and "my old father Mole" is the whole range, including the Ballyhoura hills in which the "Mulla" rises, though only a poet perhaps would speak of them as "that mountain gray that walls the North side of Armulla dale."

Edmund Spenser (1552—1599), as Secretary to the Lord-deputy, Lord Grey of Wilton, first landed in Ireland (since it is probable he accompanied his employer) August 12, 1580, and may have witnessed the disaster of Glenmalur (p. 32), three weeks later, as well as the terrible massacre at Smerwick (p. 142), and other scarcely less bloody scenes of the Munster War. In 1581, he received the additional appointment of "Clerk of Decrees" in Chancery, and was granted a lease (which he quickly sold) of the estates of Enniscorthy Abbey (p. 38). Lord Grey was recalled in 1582, but Spenser remained in Ireland, and in November, 1583, was made deputy-secretary to the Council of Munster, which was charged with the "plantation" of that province, after the Desmond rebellion. He shortly afterwards became its secretary, and eventually one of the "undertakers," among whom the forfeited estates of Desmond were to be divided. To his share fell the manor of Kilcolman, about 3,000 acres, and thenceforward (1586-98) the castle, never more than a mere tower, became his home. Here he wrote the *Fuërie Queene*, and showed the opening books of it to Raleigh, who was his guest in 1589. That led to his introduction at Court, and "Colin Clouts come home againe" is his present to Sir Walter "from my house of Kilcolman, the 27th of December, 1591." Here, too, he brought his bride in 1594, and, not to mention other poems, wrote his Epithalamion (wedding ode) "the finest composition of its kind in any language." He paid another visit to London in 1596, but otherwise resided at Kilcolman, till on the Tyrone rebellion reaching Munster in 1598, he and his wife were driven from it, when it was sacked and burnt. He died in London, January 16, 1599, a ruined, heart-broken man, and was buried close to Chaucer, in Westminster Abbey. His "View of the Present State of Ireland" is valuable but painful reading for all who do not sympathise with Tamerlane methods of ruling.

The tourist can vary his return from Doneraile by taking the road down the right bank of the Awbeg valley to **Castletown-roche** ($7\frac{1}{2}$ m.; *Fitzpatrick's*), so called from a castle of the Roches, of which the keep now forms part of Castle Widenham, overlooking the stream. The railway station, $1\frac{1}{2}$ m. S. of the village, is 7 m. from Mallow and 10 from Fermoy; see p. 81.

Antiquarians will find the *Ruins of Kilmaclenine*, 6 m. N.W. of Mallow on the Liscarrol road, of some interest. They represent an early settlement of the English which was destroyed about 1280. The little knoll on which they stand appears to have been surrounded by a wall 6 or 7 feet high, pierced in one part for the discharge of missiles on enemies approaching the entrance, which was at the steepest part of the rock.

THE LAKES OF KILLARNEY.

Approaches to Killarney :—

- (A) rail all the way to Killarney Station.
 - (i) from Cork (*p.* 58-61).
 - (ii) from Dublin (*p.* 55).
 - (iii) from Limerick *viâ* Limerick Junction (*p.* 150 and 60), or *viâ* Tralee (*p.* 61).
 - (iv) from Waterford (*p.* 48 and 60).
- (B) rail to Bantry (*below*), thence coach *viâ* Glengarriff and Kenmare to Killarney. "Prince of Wales' Route."
- (c) rail to Macroom (*p.* 98), coach to Glengarriff, and thence by coach to Killarney.

From a picturesque point of view, there cannot be two opinions as to the respective merits of "rail all the way" and "*viâ* Glengarriff." The former is somewhat cheaper and quicker, the latter may fairly claim to offer a choice between two of the most beautiful drives in the United Kingdom. Our advice to all travellers, not cramped by a minimum of time or shillings, is to go *viâ* Glengarriff, and after a surfeit of beautiful scenes at Killarney to make the fine tour of the Waterville promontory (*p.* 124), and return from Kenmare or Killarney by rail. This is far better than to reverse the route because it is in approaching from Bantry that both Glengarriff and Killarney are seen in front to the best advantage.

Between routes (B) and (c) there is fairly room for hesitation. The former (B) is slightly cheaper and some 3 *hrs.* quicker as between Cork and Glengarriff. The latter (c) misses nothing of the first rank as compared with (B), and adds the fine scenes of Gouganebarra (*p.* 99) and the Pass of Keimaneigh—a fine coach drive of *abt.* 8 *hrs.*, including halts at Inchigeelagh and Gouganebarra.

Cork to Bandon, 20 *m.*, and Bantry, 57½ *m.* by rail—a good line with comfortable First and Second, but with no Ref. Rms.

Kinsale (*viâ* Kinsale Junction), 24 *m.*; Clonakilty (*viâ* Clonakilty Junction), 33 *m.*; Skibbereen (*viâ* Drimoleague Junction), 54 *m.*

The trains start from *Albert Quay Terminus* (plan D 5) and a fine view, right, of Cork is soon obtained, and another after crossing the *Chetwynd Viaduct*. The first station is *Waterfall*, 6½ *m.*, why so named we have failed to discover. A little further on, the insignificant ruin of Ballymacadane Abbey, founded in 1450 for Augustines, is seen, on the right, and then the train,

crossing the summit-level, descends by a cutting and tunnel to *Ballinhassig*, 10 m., and a wide but unremarkable view opens on the left. *Kinsale Junction*, 13½ m. For continuation of main line, see p. 92.

Branch line (10½ m.) to **Kinsale** (*Sea View, Kinsale Arms*). This is a quaint and picturesque town of about 4,500 inhab. It is chiefly engaged in the Fisheries, of which it is the head-quarters in the S. of Ireland, and presents a curious combination of old and new. The inns are "Irish." From the station, which is on high ground to the E. you turn to the right and pass the Barracks. The general view, before you descend into the town, will enable you to grasp the main features of what, owing to the winding of the fiord-like Harbour, is rather a puzzling piece of topography. Away southward you can see the Harbour almost to its mouth. At your feet is the town, over which to the W. rises the tower and spire of the Church. The wooded hill to the left of that, along whose foot the houses rise in terraces, is Compass Hill, which like your stand-point is on the true left-bank of the Harbour. The villages of *Scilly* and *Cove* (or *Summercove*), where summer visitors find quarters, are also on the left bank, and are reached by turning to left (on the way from the station) below the Barracks. *Scilly* is opposite Kinsale; *Cove* about a mile further down the Harbour. It is a pleasant walk along the coast to Oyster Haven, off which are the Sovereign Islands.

If your visit is only a flying one then it is, perhaps, your best plan to descend into the town, get a peep at the church, which dates from the 14th cent., and then to take the road round *Compass Hill*. This is a good view-point, and commands the Harbour upwards, to the inflow of the Bandon River; the ruins of an old fortalice of the De Courcy family,* and the ruined *Old Fort*, both across the water on the right bank. On the left-bank, but also seen across the water from Compass Hill, are *Scilly* and *Cove*, with *Charles Fort* to the right of the latter village.

If you were to follow the dilapidated old main-street of the town westward under Compass Hill you would reach the cottages known as the *World's End*, still "inhabited by a colony of pure Spaniards, descended from the Spanish garrisons who temporarily established a footing here." In Sept. 1601, Don Juan's flotilla landed 3,000 men at Kinsale in order to co-operate with the O'Neill confederacy. The expedition was too late and too small,

* The baronies of De Courcy and Ringrone date from 1181. They were merged in that of Kingsale—the "g" is *de trop*—in 1223, and the present Lord Kingsale is the premier baron in the Irish Peerage. It was King John who conferred on the De Courcy of his day the curious privilege of remaining covered in the royal presence, which is still preserved. The occasion was De Courcy's acting as "champion" of the king in a dispute with the King of France about the duchy of Normandy. The family had grants of large estates in this district, and Ringrone, from which one of their titles was taken, is between Kinsale and the Old Head.

and the English fleet and the army under Carew hemmed them in. On Jan. 2, 1602, the Irish, who had marched south to join the Spaniards, having been defeated, the place capitulated.

On March 12, 1689, James II. landed at Kinsale, and from it he sailed in July, 1690, after his defeat at the Battle of the Boyne. The house where he spent at least one night was only demolished in 1884. In the autumn of 1690 Marlborough took the town after an inconsiderable resistance. "Of all the Irish ports Kinsale was the best situated for intercourse with France. Here, therefore, was plenty unknown in any other part of Munster... In the New Fort [Charles Fort] of Kinsale, Marlborough found a thousand barrels of wheat and eighty pipes of claret."—*Macaulay*.

Old Head of Kinsale. The nearest way, (abt. 5 m.) is by ferry across the Harbour to the Old Fort promontory. The driving road (11 m.) crosses the Bandon about 2 miles above Kinsale, and goes through *Ballinspittle* (half-a-mile to W. of which, across the valley, is a fine circular earthwork). From that village the road descends the E. side of the valley to the coast, where it enters the Lispatrik peninsula and runs along it southward. A narrow neck connects the latter with the Head, whose summit is 256 ft. above sea-level. The *Light-house* shows a fixed, white, light seaward, visible 21 miles.

Kinsale to Innishannon Station, or Bandon. Choice of routes:—

(a) *Boat* to Innishannon, abt. 10 m. Thence by road up-stream along the right bank of the River Bandon to Innishannon Station, 2 m., and Bandon, 4½ m.

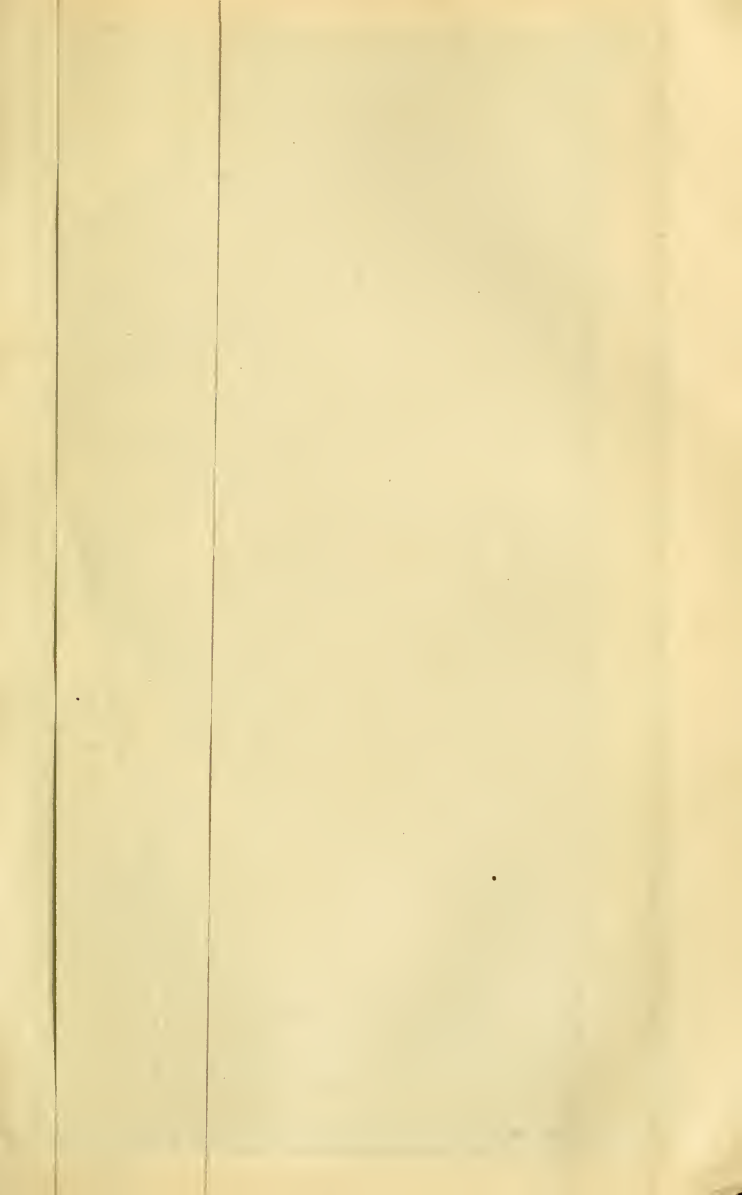
(b) *Road* all the way by Dunderrow, 4 m., Shippool, 6½ m., Innishannon, 8½ m., Innishannon Station, 10½ m., Bandon, 13 m.

Both routes are identical in regard to scenery beyond Shippool, from about ½ m. short of which the road follows the left bank to Innishannon (*Pub. Ho.*). Beyond that you cross the bridge to the right bank and follow the river closely, past the confluence of the *Brinny*, all the way to Bandon. The valley is beautifully wooded, and the confluence just named is a charming spot. If you can take advantage of the tide then we recommend (a).

Main-line cont. from p. 91. Soon after passing *Upton*, 15½ m., you cross the *Brinny*, a tributary of the Bandon, and then by a short tunnel reach the valley of the latter river, which is followed past *Innishannon*, 18 m. (*see small type above*), to **Bandon** (20 m.; *Devonshire Arms, Railway*), an important agricultural centre, but without any claims on the sightseer. The wooded valley to the W. of the town is occupied by the well timbered park (open to the public) of *Castle Bernard* (Earl of Bandon), which gives its name to the next station, 21½ m. **Kilbrittain** (*Atlantic Golf Links Hotel*), coach from Bandon, is a favourite Cork rendezvous.

Bandon to Timoleague, 15 m. and Courtmacsherry, 18 m. by rail. At **Timoleague** (*Pub. Ho. only*) on the shore of a sandy bay are the considerable ruins (14th and 15th cent.) of a *Franciscan Abbey*. This preserves the name of abbot Molaga (d. abt. 660). The keep of an old castle and a poor Prot. Ch. are close by. **Courtmacsherry** (*Esplanade Hotel*, at far end of village, good, with pretty grounds) is a little fishing village, which attracts many summer visitors for sea-bathing. It stands on the S. shore near the mouth of Timoleague Bay. From the hill above the hotel grounds there is a view of the Old Head of Kinsale.

Bandon to Clonakilty, 13 m. by rail. The branch is that for Courtmacsherry as far as BallinscCarthy Junction. **Clonakilty** (*Donovan's*) and the Island sands may well be made a summer day's pilgrimage. The view is





charming. It also offers an approach to *Glandore* (p. 95) 12 m., through **Rosscarbery** (*Carbery Arms and Commercial*, both in the Square), 7½ m., where the *Cathedral* (Parish Church) is Perpend. with a few fragments of Norman. A rudely carved head of St. Fachtnan, is pointed out inside, under the tower arch, and the stone on which it is carved is assigned to his 6th cent. church, of which the crumbling walls of the choir are to the S. of the Cathedral.

The rest of the way to Bantry is of little interest or beauty, past *Desert*, 28 m.; *Enniskeane*, 29½ m.; *Ballineen*, 30½ m.; *Manch*, 3¼ m.; **Dunmanway** (38 m.; *Railway*). Thus far the river Bandon is followed more or less closely. From the last-named station onward the country is generally ragged, with intervals of woodland. At *Drimoleague Junction*, 45½ m., the line to **Skibbereen** (*see below*) diverges, and after passing *Durrus Road*, 52 m., you arrive at **Bantry**, 57½ m.; p. 99.

Skibbereen.

Approach : rail *vid* Drimoleague Junction, 8½ m. across a featureless district.

Hotels : *Ilen Valley* about 3 minutes from station, straight on across the bridge over the Ilen ; *Eldon*, close by, on same side of street.

Distances : Baltimore, 7½ m.; Ballydehob, 10 m., and Skull, 15 m., *see* p. 97.

Skibbereen to Bantry (direct), 17 m.

Coaches : (summer) to Loch Hyne and Baltimore and to Union Hall and Glandore at 11.45 a.m.

Population : abt. 3,000.

Skibbereen, a name which recalls the most terrible scenes of the famine of 1846-47, is a dull, clean town, quite devoid of objects of interest for the sightseer. The famine and subsequent emigration have reduced the population of this district and that of Skull, a rival in suffering, more than 30 per cent. At present there are no indications of any great prosperity, but there is no visible poverty of an extreme kind. The fisheries at Baltimore have done a good deal for the district.

The recommendation of Skibbereen is the little *Ilen Valley* hotel, and a few days may be pleasantly spent in making excursions from it to the sea-indented coast-line.

Excursions from Skibbereen.

1. **To Baltimore**, 8 m. by rail. By road back by **Lough Hyne**, about 8½ m. If you *drive*, then the usual road is by a street diverging on the right from the main-street, a short distance to the left from the hotel. At cross-roads, a few hundred yards further on, turn to the right and then keep straight on. A sterile,

rocky ridge is on your left, and you join the riverside road at *Old Court Bridge*, 3 m.

Riverside road. From the hotel, start as for the station, but instead of crossing the bridge keep straight on. In about $\frac{1}{2}$ m. you come to *Abbey Bridge* but do not cross it, unless you wish to visit *Abbestrowry Graveyard*, where hundreds were buried in great pits during the famine time. Here was a Cistercian house, an offshoot of *Myross Abbey* (destroyed). At *Old Court Bridge*, 3 m., you cross an inlet of the *Ilen* estuary, and the ruins of *Old Court* are close by on the right. The road is now prettily wooded, and at cross-roads, a little beyond the bridge, you turn to the right and skirt *Creagh* (Sir H. W. Bechier, Bart.). Do not turn to the left when over a brow but keep straight on, in view of the church and inlet on the right. A bridge is seen, connecting the island, *Inishbeg*, with the mainland. The country now becomes rugged, and at a fork you turn to the right. At cross-roads beyond keep straight on, that is in the direction of the *Martello tower*. The rocky islets in the lough or inlet are pretty, as you get a view right down it, and note the ice stores, &c., and catch sight of *Baltimore Beacon* over an intervening hill. As you skirt the waterside, a ruined church is seen in a graveyard on the far side. The telegraph wire now shows the way. The well-situated yellow house, right, is the Ch. of Ireland parsonage. Mount Gabriel is the bulky hill seen in the distance, right. The *Post Office*, right, is at the entrance to **Baltimore**, (pop. 1,000; *Railway*), to which the road drops sharply. On the right, as you reach the sea-front, rises the ruined castle of the O'Driscoll's, the sept, that till the end of the 16th cent. possessed this district. It commands a good view of the harbour. The *Piscatorial School* should be visited.

Baltimore Harbour is a triangular sea-lough, bounded on the E. by the mainland, on the W. by *Sherkin Island*, and on the N. by the islands in the mouth of the *Ilen* estuary. Since 1880 it has been the headquarters of a prosperous fishing fleet of over 50 boats (each with a crew of eight), worth complete about £650 each. Lady Burdett Coutts advanced the capital, under the wise superintendence of Father Davis (d. 1892), and repayment has been punctually made, so that a majority of the boats are now owned by the crews.

Sherkin Island is accessible by *Ferry* (2d.; 3d. ret.), and there is a mail boat to *Clear* or *Clare Island* three times a week. By hooker on other days the cost to *Clare Island* and back is abt. 20s.

In the following **half-hour's stroll** you will get a distinct view of the ruins on *Sherkin*. Proceed along the sea-front, southward, and at the end leave the shore by a gate, on the left, and follow the track, which dwindles to a footpath and leads on to the open down, above the cliffs. You will soon reach the white **Beacon**, which stands on the E. side of the entrance to the harbour, opposite *Sherkin Island* whose cliffs are bold.

Sherkin Abbey, and *Dunalong Castle* adjoining, were built about 1460, the former for Franciscans. The tower (staircase), aisles, transept, and some of the offices are fairly preserved. The ruins are close to the shore, and from them a rough road goes over the island to Cooney Harbour (2 m.) on Gascanane Sound, whence *Clear Island* is well seen across the water.

From the Beacon, still keep the cliffs on your right hand, and you will presently rejoin the road you started by.

History. Baltimore and Sherkin Castle were almost destroyed by the men of Waterford in 1537, in revenge for the seizure of some wine-ships, which had come ashore in the neighbourhood. The O'Driscolls forfeited their territory by the insurrection of 1601, and in 1613 James I. granted the town a charter, and it returned two members to parliament. In 1631 the town was plundered by Algerine pirates, and 200 of the inhabitants, chiefly English settlers, carried into captivity. It is this event which is commemorated in the well-known lines of Thomas Davis "The Sack of Baltimore." The place never recovered till the fishing trade was revived (p. 94) in 1880. Baltimore, U.S.A., was named after Lord Baltimore, who took his title from this little Irish town.

From Baltimore to *Lough Hyne*, about $3\frac{1}{2}$ m. Leave the town as though bound for Skibbereen, but turn off to the right alongside the telegraph wire. A small fragment of a ruined tower is seen on the left, and from the top of the road there is a good view looking back, while N. of the road is the rugged ridge, passed on the outward journey. Suddenly **Lough Hyne** comes into view with a curious embossed hill on its far side. On the shore near its N. end is a private residence of the Becher family, prettily set in woodland with lawns sloping to the water. The hill down to the lough is very steep but picturesque [a road diverges on the right through the trees to the W. side of the lough; there are the remains of an ancient chapel close to the rapids, on the outlet], and at the foot you see almost to the outlet of the lough. Turn inland up a fine little glen, with the bold wooded steep of Knockomagh above on your left. At the top is a small pool, left, and, over a bit of desolate country, you soon join the road to Skibbereen.

2. **To Glandore**, by road (*viâ Leap* 6 m.), 8 m. This little nook is as charming as the road to it, until you reach Leap, is dull. From the hotel go down the street to the centre of the town, and turn to the left. Just outside the town the road forks. Keep to the right, and avoid branch roads. Approaching **Leap** (decent "Hotel," i.e. village Inn) you descend a wooded valley, between two considerable hills. When over the bridge [this stream divides the baronies of E. and W. Carberry; the latter was formerly "beyond the Leap, beyond the law"] turn to the right, and you have a charming 2 miles alongside the inlet, Glandore Harbour. The upper part of this beautiful arm of the sea is dry at low tide, but, about $\frac{3}{4}$ m. below Leap, it contracts suddenly, and seaward of the narrow gut there is deep water always. As it widens out again *Unionhall* is seen up an inlet on the far side, and then as you round the point **Glandore** (small *Hotel*, good; Postal address "Glandore, Leap, Co. Cork") is seen in all its beauty. It is as pretty a spot as any on the coast of these islands, and at once

airy, sheltered, bright, and green. There is nothing worth calling a village. Two or three private residences and the hotel, all set in foliage and overlooking the islet-dotted inlet with the sea at its mouth, compose the picture. *Kilfinnan Castle* is on the bank, about 500 yards beyond the hotel. The only curiosity, as far as we are aware, is the little "Church-in-the-rock," a short distance from the head of the bay. The exploration of the coast eastward offers pleasant rambles, and Rosscarbery is $4\frac{1}{2}$ m. distant by road.

3. To Castletownshend, 5 m.; Unionhall, 8 m.; Glandore, $8\frac{1}{2}$ m. Castletownshend is a pretty spot on a wooded arm of the sea. The road is dull, and even pedestrians would do well to hire for *four* miles, and reserve themselves for exploring further on. The distances above given are exclusive of the water-crossing at the ferry. From the hotel at Skibbereen turn to the left and take the right-hand street a little way on. At two cross-roads, 500 yards and 3 miles onward respectively, keep straight on. The last mile is steep and wooded, as you drop to **Castletownshend** ("Hotel"), which consists of the Church, two residences (Castletownshend House and Glenbarrahane House), a few cottages and a Coast Guard Station.

The remains of the old *castle* are on the Castletownshend demesne. In 1601 part of the Spanish expedition intended for Kinsale put in here, and on Dec. 6th an indecisive naval engagement took place between it and an English squadron under Levison.

If from the top of the village you take the road on the left, as you ascend from the Haven, it is about a mile to the rectory at the head of a beautiful glen, at the foot of which are the remains of *Glenbarrahane Castle* and *St. Barrahan's Chapel*.

You will best appreciate the beauty of the spot as you cross the *Ferry*. In case it is rough, get the Coast Guard to put you across. On landing on the far side it is worth while walking a few hundred yards southward for the sake of the view. The road direct to Unionhall 3 m. from the Ferry turns to the right near *Rahine Castle*, and passes to the W. of *Lough Cluhir*, a triangular sheet of water with an islet in it. After that it winds a good deal, but in a direction, in the main, northwards. A fragment of *Castle Eyre*, built 1251 by the O'Donovans, is conspicuous, left, as you approach **Unionhall** (*Pub. Ho.*), another of the nooks on the inland seas of this coast. In itself it has nothing to boast of, but *Rock Cottage*, about $\frac{1}{4}$ m. W. of the church, was for 6 months, in 1723, the residence of Dean Swift, and during that time he wrote his favourite poem "*Carberiaë Rupes*." About 1838, Unionhall was brought into notice on account of a sick labouring man, named Harrington, whose body emitted phosphorescent light—"Harrington's lights"—a rare but not unique case.

Unionhall is connected with the Glandore side of the Harbour by a long bridge, a little N. of the village.

Skibbereen to Skull (or *Schull*), 15 m. by light railway or road. Thence road to **Goleen**, 9½; **Durrus**, 24½; **Bantry**, 31½. *Goleen to C. G. Sta.*, 1½; thence ferry to **Crookhaven**; or Goleen to Crookhaven by road, 4½ m. Mail car (same route): Skibbereen, *dep.* abt. 6.30 a.m. Goleen *dep.* abt. 2 p.m. (4 hrs. and 4s. each way). Mail car: Durrus to Bantry, abt. 5 p.m. (1s.). The main attractions of this route are the fine coast about Mizen Head and Three Castle Head, and the fine view of Dunmanus Bay on either side of Dunmanus Harbour. By leaving Skibbereen by the mail car or by the Thurs. morning special train, Mount Gabriel could be ascended from Skull, and Goleen reached for the night. Next day might be given to Mizen Head, etc., and a visit to Crookhaven, returning for a second night to Goleen. **Cyclists.** Telegraph wires from Skibbereen to Goleen. As far as Kilcoe (7 m.) easy. Then some sharp ups and downs to Ballydehob (10) and Skull (15). The descent to Toormore Bay, some 3 miles onward, is very steep, but beyond that there is nothing serious, and the last three miles are easy, though the road from Skull westward is exposed and arduous against the prevalent S.W. wind.

Road and rail keep close company, for the most part alongside. They descend the right bank of the *Pen* to *Newcourt* (3). At 6½, Roaringwater River is crossed, and a mile onward the *Leamawaddra*. *Ballydehob* (10) is a village of 500 inhab. overlooking a tidal arm of Roaringwater Bay, and the road-bridge over the mouth of its river (white trout, after a spate) is seen, right, from the rail. On the way to Skull we get a full view of Mount Gabriel, and passing the workhouse, right, skirt Skull Harbour. **Skull** (pop. 500; *Commercial*, small and good) is uninteresting, but *Mount Gabriel* (over 1300 ft.; abt. 4 hrs. there and back) is worth ascending for the fine view of this bay-indented district. To the E. of Skull harbour the coast offers a pleasant walk of 10 or 12 m. out and home. It will include the remains of *Ardintenant Castle* (2) and *Rossbrin Castle* (5), the former near the horn of the harbour, the latter on the W. of Rossbrin Bay. These are relics of the O'Mahony sept, which once held all the promontory westward. Another of these fortalices is on Castle Island.

About 5 m. W. of Skull the road reaches Toormore Bay and makes a sweep round it, affording beautiful seascapes, and then passes Ballyrisode House. **Goleen** (*Commercial*, small and good; with a comfortable beach cottage, 20s. a week) is a hamlet on a tiny bay enclosed by hills, and pleasant strolls are to be had all around. The two miles to Rockisland are along the coast, and the light-house at the N. side of the haven-mouth, and **Crookhaven**, with its sheltered and deepwater anchorage, should be visited.

To Mizen Head and Three Castle Head. From Goleen the whole round would be about 15 m., but a car can be taken with advantage for 6 m. to the signal-house on Mizen Head (765 ft.). Thence, keeping well up the seaslopes, it is another 3 m. to Three Castle Head, which ends in a hill (378 ft.) at the foot of which is Dun Lough, with the three so-called castles of the O'Mahony sept from which it gets its name. The return to Goleen should be made over the hill (684 ft.) to the E. of the lough. On its far side you will join the Dunmanus road, and by it, to the right, rejoin the outward route abt. 2½ m. short of Goleen.

Goleen to Durrus (or *Carrigboy*), 18½; and **Bantry**, 25 m. There is a choice of roads to begin with, but the one we describe has the easier gradients and affords the better views. [The alternative, shorter by about 2 m., diverges, left, from the Skull road, a mile E. from Goleen.] From Goleen Church take the road S.W. and follow it, past the divergence, left, of the Crookhaven road, for about 2½ m. Then take a road to the right and keep to it—mistake impossible. It presently runs along the seaslopes of Dunmanus Bay to Dunmanus Harbour, 9½, and thence runs inland and joins (¾ m.) the main road, along which, left, still with good views, it is 8½ m. to Durrus (*alias Carrigboy*). Following the telegraph wire, the 6½ m. to Bantry is uphill, steep at first, for three miles. Then a descent of a mile to the junction with main road, where, left, into Bantry.

Cork to Macroom, Glengarriff and Killarney.

Distances: *rail* to Macroom, $24\frac{1}{2}$ m. *Road* from Macroom to Inchigeelagh, 9 m.; Bealanageary, 15 m.; divergence, right, to Gouganebarra Lake, 18 m.; junction with Bantry and Glengarriff road, 30 m.; Glengarriff, 37 m. (or Bantry, $33\frac{1}{2}$ m.).

Coach, a fine drive, Macroom to Glengarriff, see Pink sheet.

Accommodation.—Besides the hotels at Macroom and Inchigeelagh there are (besides the *Tourist Rest* at Gouganebarra) one or two wayside public-houses beyond the latter.

The Macroom trains start from *Capwell Station* (plan E 4). Close to *Ballincollig*, $6\frac{1}{2}$ m., is the ruined tower of a *Castle* of the Barretts of Ballincollig. On the right, a little short of *Kilcrea*, 13 m., are the extensive, but not very interesting ruins of *Kilcrea Abbey*, founded in 1465 for Franciscans. To the W. of it is the keep of *Kilcrea Castle*.

The remains of the keep of *Castlemore* are seen (right) on the way to *Crookstown Road*, 17 m., and *Lissarda*, another keep, is further on, on the same side. Beyond *Dooniskey*, 20 m., the line crosses first the *Lee*, and then the *Sullane*, one of its principal head-waters, on which is **Macroom** ($24\frac{1}{2}$ m.; *Dennehy's Hotel*), a poor town, but good angling headquarters, of 2,900 inhab., with an old *Castle* converted into a residence (Lord Ardilaun).

Cork to Macroom, by road. Choice of roads: (a) Cork to Coachford (or that far by rail), $16\frac{1}{2}$; Macroom, 25 m., or (b) Cork to Leemount (or rail that far), $4\frac{3}{4}$; Ballincollig $5\frac{3}{4}$; Macroom, 25. There is not much to choose between these roads, but on the whole we prefer (a) which we here briefly describe. The other (b) is in the main identical as to scenery with the railway to Macroom.

Road to Coachford and Macroom. Leave Cork by Western road (plan D 1) and follow road and rail to Leemount Sta., $4\frac{3}{4}$. [Hence 1 m. to Ballincollig on S. side of the Lee.] Turn to the left and follow road up N. bank of the Lee to *Iniscarra*, $7\frac{1}{2}$, a sweet spot. Do not cross the bridge, but continue up past *Iniscarra Church* and so still along N. bank of the Lee and of its tributary the *Dripsey*, dropping sharply down to *Dripsey village*, 14 m. [The castle is $1\frac{1}{2}$ m. right.] Turn left down to the bridge, cross it, keep to left uphill and so forward to **Coachford** ($16\frac{1}{2}$; *Inn* at Sta.).

Keep straight on, descend to *Glashagariff Br.*, $18\frac{1}{4}$, cross it, and, bearing up left, continue to *Carrigadrohid*, 20, where on a rock in the Lee is the picturesque shell of *Carrigadrohid Castle*. The road, left, over the bridge leads to *Crookstown* on road (b), but for Macroom you bear up to the right and at ($1\frac{1}{4}$) *Cauni* cross-roads keep to the right. *Glencanni*, which the road now threads, is fine. About 3 m. onward, after descending, turn left, cross the bridge over the *Sullane*, and beyond it the railway. Then to the right into **Macroom**.

Macroom to Glengarriff, *Coach route*. There is nothing to remark, except the morass, left, through which the Lee flows, and, right, on a hill, the tower of *Dundareike Castle*, on the way to *Toon Bridge*, $3\frac{1}{2}$ m. Over a rise you pass from the valley of the Toon to that of the Lee, reaching the latter opposite the finely placed *Castle Masters* (or *Carriqnacurra*). The road then follows the river to the village of **Inchigeelagh** (9 m.; *Lake Hotel*), an anglers' resort, about a mile below *Lough Allua* ("Inchigeelagh Lakes"), the name given to the chain of "broads" into which the Lee expands for 4 miles of its course. There is a good supply of boats to be had and trout are plentiful.



The road runs at the foot of the hills along the N. side of the lakes, which afford a picturesque foreground to the hills on the far side. At *Bealanageary*, 15 m., you cross the *Bunsheelin* stream (whence a road ascends the glen to *Kilgarvan*, 14 m.; p. 101) and over a brow reach the Lee and cross it at *Inchinossig Bridge* (15½ m.). The mountains now close in, and at 18 m. you reach the point of divergence to (1½) *Gouganebarra Lake* (*Tourist Rest*).

Gouganebarra Lake (= St. Finbar's rock-cleft. *Joyce*) is a really fine tarn, about ¾ m. long, and ¼ m. broad, deep set amidst craggy mountains, which on the W. and N. rise abruptly, to a height of 1800 ft. from the margin. It was the retreat of St. Finbarre, whose chapel is on the islet (approached by a causeway from the S. shore). The remains of this and of the huts of the recluses which his fame attracted are insignificant. From 1700 to 1728 one Father O'Mahony made the islet his abode, and his grave is pointed out on the mainland. Anglers sometimes visit the lake for the trout fishing, and a boat can be had. From the E. end of the lake issues the Lee, here a mere brook.

On returning to the main road, you at once enter on the finest part of the route—the **Pass of Keimaneigh**, pron. *Kame-an-ee*, “the pass of the deer.” This defile is seen at its best as you approach from this, the northern end, and has no need of the thrilling story of the escape of Lord Bantry and his men from the hands of the Rockites in 1822, to make it impressive.

Lord Bantry had been through the pass to Gouganebarra and Inchigeelagh in pursuit of “Capt. Rock” and his outlaws, and was returning after a fruitless search. “Rock” had posted his men amongst the crags, and had arranged to block the pass ahead, after Lord Bantry's party had got fairly within it. The outlaws showed themselves prematurely, and their intended victims cleared the spot where a rock was awaiting dislodgment, just before the mass was precipitated and effectually closed the road behind them.

The summit of the pass is also the highest point of the route, about 700 feet, and as the road turns south-west down the Owvane valley, you get a fine view over Bantry Bay. At 26 m. you pass close to the ruins of *Carriganass Castle* and cross the *Owvane*, which is recrossed at *Lisheen Bridge*. The Bantry-and-Glengarriff road is entered at *Ballylicky*, p. 101.

Bantry.

Hotel: *Vickery's*, halting place for trippers, in the main street. *Ref.-rm.* at Station.

Post: English mails *del.* 8.10 a.m., 3.15 p.m.; *desp.* 11.35 a.m. and 6.35 p.m.

Tourist Cars: to Glengarriff, Kenmare, and Killarney, see Pink Sheet.

Mail Cars (every day): to *Durrus* at 7 a.m. (1 hr., 1s.); the return car leaves *Durrus* abt. 4.45 p.m. To *Castletown-Bearhaven*, via Glengarriff, at 7 a.m. (6 hrs., 5s.); return car leaves *Castletown-Bearhaven* abt. 11.30 a.m.

Steamer: to *Castletown-Bearhaven* at 2.30 p.m. on Tues. Thurs. and Sat. (abt. 2 hrs., 4s. 6d., 3s. 6d.; ret., 7s., 6s.); from *Castletown* at noon on Mon. Wed. and Fri.

Distances: (by road) *Castletown* (via Glengarriff) 32½ m.; *Crookhaven*, 26

(see p. 97); Durrus, $6\frac{1}{2}$ m.; Glengarriff, $10\frac{1}{2}$ m.; Inchigeelagh, $23\frac{1}{2}$ m.; Kenmare, $28\frac{1}{2}$ m.; Killarney $48\frac{1}{2}$ m.; Macroom, $33\frac{1}{2}$ m.; Skibbereen (direct) 18 m.; Skull, 18 m.

Bantry is an improving market town, of about 3,000 inhab., and is situated near the head of Bantry Bay on a rather featureless inlet. For those who break their journey here, we indicate the best short strolls.

Bantry House (late Earl of Bantry). The grounds (*no cycling*) are open to visitors, who enter at the gate-house, which is reached by proceeding down the main street (*i.e.* seaward from the hotel) and following the road on the left of the harbour for a few hundred yards. The House itself is of little beauty, but the view from the terraces, rising above it, is delightful. Having gone up and down again, go through the grounds to the further gate (*i.e.*, to the left after descending from the terraces). The public road is re-entered close to a *Reservoir* and you turn to the right for the town.

By turning left it is only about $\frac{1}{2}$ hour's walk to a fine **view-point** for Bantry Bay. Go through an iron gate on the right, about 50 yards beyond the far end of the *Reservoir*. This leads to the *Cemetery* whence there is a good view, but you get a better one by turning up, to the left, just short of the cemetery gate, into a field. Go up this and make for some farm-buildings and then on to a gateway, seen 200 yds. ahead, on the sky-line. *View*: South-west is the open sea beyond Bear Island, on the right hand. Somewhat nearer is the Lighthouse on Roanharrick Island. Hungry Hill (2,251 ft.), with its fine escarpment is the highest point next on the right of the lighthouse, and about W.N.W. rises the (Glengarriff) Sugarloaf (1,887 ft.), both part of the stern Caha Mountains. Near at hand, across a narrow channel, lies the featureless Whiddy Island with its forts, one at the S. and two towards the N. end, between which are the insignificant ivied ruins of a castle of the O'Sullivans. Whiddy hides Glengarriff. Looking northward up the coast you see Gurteenroe House, and to the left of it, amid trees on the edge of the water, is Ardnagashel House. The "Priest's Leap" road (p. 101) to Kenmare is seen on the far hill, which rises above the hill at the back of the last-named House.

Bantry to Glengarriff and Killarney.

Tourist Cars, see *Pink Sheet*.

Distances: Bantry to Glengarriff (*Roche's*, $9\frac{1}{2}$ m.) *Eccles'*, $10\frac{1}{2}$ m.; Kenmare, $28\frac{1}{2}$ m.; and Killarney (*Great Southern*), $48\frac{1}{2}$ m., English.

Bantry to Glengarriff. The road winds more or less closely around the indented shore at the head of Bantry Bay, and the general view is dominated throughout on the far side by the shapely cone of the Sugarloaf (1,887 ft.) and the stern-looking range extending from it down the peninsula to Hungry Hill (2,251 ft.).

The mouth of the *Mealagh River* is crossed at *Dunnamark Bridge* ($1\frac{1}{2}$ m.), and the view of the inlet with the grounds of *Dunnamark House* on its N. shore is very pretty. The small cascade *Dunnamark* (or *Mealagh*) *Falls* is chiefly noticeable for the erosion of the rock on the left-hand as you face the fall.

Passing the head of *Reenydonagan Lough* ($2\frac{1}{2}$ m.) we have another charming water vista. The mouth of the *Orcvane River* ($3\frac{1}{2}$ m.) is crossed by an ivied bridge just under *Ballylicky House*, right.

Beyond the bridge, the road up-stream leads through the **Pass of Keimaneigh** to *Macroon*. This route is described the reverse way, p. 98.

Turning left we get a fuller view of *Whiddy*, with its small ruined castle. At *Snave Bridge* ($5\frac{1}{2}$ m.) we cross the estuary of the *Coomhola River*. [*Kenmare*, $14\frac{1}{2}$ m. from here by *Priest's Leap* road—not specially interesting. It is a mere stream-bed for $\frac{1}{2}$ m. beyond the divergence to *Bunane Bridge*.]

Bantry or Glengarriff (Eccles') to Snave Bridge, $5\frac{1}{2}$ m.; **Kilgarvan**, 24 m.; **Kenmare**, 31 m. This route, between *Snave Bridge* and *Kilgarvan* cannot compare in beauty with the high road from *Glengarriff* direct to *Kenmare*. It is, however, a good, solitary, mountain road for those who are already familiar with the car route. For about a mile the road ascends the right bank of the *Coomhola River*, and then crosses to the left bank and follows it closely for 5 miles more. After that it gradually ascends along the W. flank of *Conigar* (1886 ft.). Left, across the valley, is *Kinkeen* (1666 ft.), and the cliff-hollow of *Lough Nambrackdarg*.

The road makes a circuit westward, and reaches the watershed ($10\frac{1}{2}$ m. from *Snave Bridge*), just after having turned sharply to the right. **Lough Nambrackdarg** (not to be confounded with its eastern namesake under the N. side of *Shelhy Mtn.*) is a small lough almost environed by the broken scarp of *Kinkeen*. To reach its foot leave the road near the sharp turn just mentioned. It is about $\frac{3}{4}$ m. south from there.

The watershed forms the boundary of Cos. Cork and Kerry, and from it the road makes a great loop to the eastward. The rocky escarpment of *Knockboy* (2280 ft.) is above, on the left, about 2 m. from the watershed, and then the road rapidly descends the valley of the *Slaheny River* with the *Man-gerton* group of mountains ahead and blocking the view. We cross the *Slaheny* at *Slaheny Bridge*, where the stream is prettily wooded, and in less than a mile further cross the *Roughly River* to **Kilgarvan** (Pub. Ho.), from which village it is 7 miles down the broad valley to *Kenmare*, p. 107; or *Kilgarvan* (by *Morley's Br.*, $2\frac{1}{2}$; and *Loo Br.*, $7\frac{1}{2}$) to **Killarney**, 19 m.—this route into *Killarney* is picturesque.

The road now leaves the coast-line, but at 7 m. (2 m. beyond *Snave Bridge*) commands the best view, thus far, of the *Sugarloaf* and of the range westward. Gradually, the charming nook in which *Glengarriff* nestles reveals itself. At 9 m. the woods of *Glengarriff Castle* are left of the road, and just beyond you turn in, left, through a drive-gate to **Roche's** ($9\frac{1}{2}$ m.), where the car stops to deposit passengers and then goes on past the *Belle Vue* to **Eccles'** ($10\frac{1}{2}$ m.).

For continuation of route to Killarney, p. 105.

Glengarriff.

Hotels : *Eccles'*, *Roche's*, *Belle Vue*, on their respective claims see *below*.

Post and Telegraph Office, a few hundred yards W. of *Eccles'*. Letters del., abt. 9 a.m.; desp., 3.30 p.m. *Post Town*, Bantry.

Distances : by road in Eng. miles (figures in brackets from *Roche's*, the others from *Eccles'*) Adrigole, 12 (13); Bantry, 10½ (9½); Castletown-Bearhaven, 22 (23); Inchigeelagh, 27½ (26½); Kenmare, 18 (19); Killarney, 38 (39); Macroom, 36½ (35½).

Tourist Cars : For service to Bantry, Kenmare, Killarney, and Macroom see Pink Sheet.

Choice of Hotels. The *tariff* at the first two is almost the same; bed, 3s., table d'hôte 5s. (4s. 6d. at *Roche's*); attend., 1s. 6d. In *situation* both are highly favoured in the views they command. The mountain-view from **Roche's** is superb, and there are delightful grounds running down to the bay, Glengarriff Harbour. **Eccles'** is on the shore at the head of the bay, from which it is only divided by the road, and the view, though less striking, is very sweet. The latter hotel has also large delightful grounds and, what is a great boon to the sojourner, an excellent library. For a night, *Eccles'* is perhaps the more convenient. For longer sojourn, the more airy situation of *Roche's* is a recommendation. The capacity of both houses is apt to be taxed in the height of the tourist season. The **Belle Vue**, between the other two, is a fair second-class house.

Glengarriff (=“ the rough glen ”) so completely combines all the beauties of a sheltered silvan nook and a charming islet-dotted sea-lough, dominated by finely shaped and stern mountains, that it is quite impossible to do justice to its scenery within the limits of a guide-book paragraph. In forming expectations of what he is going to see the stranger has only to bear in mind that Glengarriff is a nook and he will not be disappointed. Dignity and atmosphere, due to breadth and distance, he will find at Killarney, but of its kind Glengarriff is the most charming spot in the United Kingdom. We write chiefly for summer travellers, but the doctors are agreed on the merits of the spot as a winter resort, for patients to whom a mild and humid climate is suitable. All the year round the vegetation, including arbutus, tells its own tale. If the tourist arrives by the afternoon car from Bantry, he will find the following walk within easy compass of the interval before dinner.

Walk. Follow the road W. from *Eccles'* through the village, and at a fork (½ m. from the hotel) take the left-hand (Bearhaven) road [the right-hand one goes to Kenmare and Killarney]. A few yards onward is the bridge over the Glengarriff River, and from it, down stream, we see the two arches of the picturesque ruined **Cromwell's Bridge**. The story is that Cromwell passing westward made the passage of the river with difficulty and threatened all sorts of evil things if he did not find a bridge against his return. A few yards beyond where the river course quits the wood, go down the right bank, and you will come to a lovely pool and glade.

Then return to the road, and go through door-gates, right, a few yards further on, and follow the lane as it winds and deteriorates. When gates across it are reached, climb up the bit of crag, left, and you reach a charming **View-point**. The bay (Glengarriff Harbour) lies below in all its beauty. In the distance is Whiddy. Glengarriff Lodge and the silvan grounds along the Glengarriff River are at your feet, while some distance off the rather bald looking Roche's Hotel is conspicuous. Notice the abundant traces of glacial action on the rock-masses which form curious ridges, and are everywhere rounded into great convex surfaces. An obvious path leads down through the woodland (Glengarriff Lodge seen below), and presently runs into another wider track, where you double back and descend to a wooden bridge, and so out into the public road by the entrance-lodge, when you turn to the right. From the view-point to Eccles', this way, is a short mile and a quarter.

Ascent of Cobduff, 1244 *ft.* ($1\frac{1}{2}$ *hr.* there and back from Roche's, $2\frac{1}{4}$ *hrs.* from Eccles'). This is the green hill nearly due E. of and behind Roche's. The only interest is the view. That is very fine of the bay and mountains, best perhaps two-thirds of the way up. The landward view from the top is dull and limited by higher summits. The ascent is perfectly simple though fairly steep. The best starting-point is about half-a-mile from Roche's along the by-road, which runs past the little homesteads at the foot of the hill, a few hundred yards E. of the main-road.

Ascent of the Sugarloaf; 1,887 *ft.*

Distance 6-7 *m.* from Eccles' Hotel; 7-8 from Roche's.

Time 5 to 6 *hrs.* up and down. No inn of any kind on the way.

This is far the most profitable ascent within easy access of Glengarriff, and a fine day may be most enjoyably devoted to it. In returning, a pleasant variation may be made by joining the main (Castletown-Bearhaven) road about 6 miles from Glengarriff; see small print *p.* 104, where the easiest ascent for strangers is given.

Route.—Take the left turn a little beyond the Post Office, and 300 yards or so, after crossing the river (Cromwell's Bridge is seen a little way down stream), turn abruptly to the right along a winding cart-track which skirts Shrone Hill (919 *ft.*). A short mile further what is marked on the Ordnance survey as the old road comes in on the right.

This point may also be reached by keeping along the Kenmare road for $\frac{3}{4}$ mile beyond the Post Office, and then crossing the stream by the rickety ruined bridge just within the grounds of Glengarriff Lodge.

The track continues now for some distance through pleasant woods. At a fork, in about half-a-mile, keep up to the left. [The right branch crosses a small bridge and strikes back to the Lodge and towards the Eagles' Nest.] The track now falls off in

quality and presently reaches a small farm, from which you take a rough path up the hill-side and through walls leading into what is evidently the course of an old road, the object being to cross the lowest ground (abt. 600 *ft.*) between Shrone Hill (919 *ft.*) on the left, and another hill (1,255 *ft.*) on the right. From the *col* you look down into a wild valley headed by the Sugarloaf and Gowlbeg Mountain. The route (the old road) is seen in front ascending to the gap between them. Descending to and crossing the Magannagan Stream at a height of about 200 feet, you have another climb to the gap (abt. 800 *ft.*). This is the rough side of the Sugarloaf, and the steep slope, strewn with huge purple slabs of rock lying at sharp angles, is almost impracticable. The way is (after admiring the view that bursts suddenly on the eye as you reach the gap—the plain, the sea, Hungry Hill and Bear Island in front), to continue along the road for about 10 minutes and then begin the ascent slantwise, so as to gain the ridge from $\frac{1}{4}$ to $\frac{1}{2}$ mile west of the summit. The ascent from the road will occupy 45 to 50 minutes. Pick your way carefully, avoid the larger crags on the right, and do not get into a considerable hollow, which you may notice when you have got about half way, in front and on the left. The grassy ridge once gained the walking and the view are delightful. The latter includes the whole extent of Bantry Bay, with the town of Bantry snugly ensconced at its upper end, and the Glengariff inlet, which from this point is not unlike a part of Windermere as viewed from the fells N.W. of that lake. Dunmanus Bay is seen, and beyond it the country almost to Cape Clear and Mizen Head. Bear Island lies south-west and, to the right of it, Hungry Hill (2251 *ft.*), continued northwards by the Caha range, closes the prospect, which, however, spreads again due north to the Macgillicuddy's Reeks, and, right of them, to the Killarney mountains. The Kenmare road can be traced up to the tunnel at its highest point.

In returning you may cross the old road, and descending through small enclosures and past some rude cottages, enter the main road about an hour after leaving the top.

Alternative route up the Sugarloaf. Follow Adrigole road to Derryconny School House (2 *m.*), a little beyond the bend of the road W. of Coolieragh Harbour. There turn up to the right and ascend the mountain on its S.E. side, overlooking Bantry Bay. A descent can be made on the opposite side (in the direction of the Barley Lake), to the head of the Magannagan stream, and the outward route of the ascent (*p.* 103) be taken in returning.

Glengariff to Adrigole, 12½ *m.* and Castletown-Bearhaven, 22 *m.* The mail-car from Bantry to Castletown leaves Glengariff about 9 a.m. The return car leaves Castletown abt. 11.30 and Adrigole abt. 1.30. Fare 1*s.* 9*d.* to Adrigole; 3*s.* 6*d.* to Castletown. *For steamer to and from Bantry, see p.* 99. **Cyclists** will enjoy the route (*p.* 107) between Glengariff and Kenmare.

In beauty of views this route is far behind that from Bantry to Glengariff because the mountains, such an important element of the scene from the E. side of Bantry Bay, are too close at

hand to show off their proportions. The first two miles are beautiful. Beyond *Magannagan Bridge* you leave the shore but, $2\frac{1}{2}$ m. further on, overlook the lake-like Coolieragh Harbour. After that the views of the Sugarloaf and Hungry Hill are fine. Low heights intervene between the road and the bay as far as *Trafrask Bridge*, $8\frac{1}{2}$ m. Thence onward the coast is followed pretty closely, but the road makes a great bend inland in order to pass the head of *Adrigole Harbour*. About a mile beyond *Adrigole Bridge* (12 m.) the road crosses *Reen Bridge*, and it is the tributary flowing from *Coomadavallig Lake* which falls as a threadwater 700 ft. from the cliffs of Hungry Hill—a rare hunting ground for botanists. The waterfall becomes insignificant after continued dry weather.

The light-house on *Roancarrig Island* is conspicuous as, following the coast, we approach the haven. Mount Gabriel (p. 97) is the principal summit on the horizon across the bay eastward.

Castletown-Bearhaven * (*Berehaven*) is a dull little place of about 2,000 inhab., which wakes up on the arrival of the fleet. The magnificent harbour is almost unused at other times. Some years ago the Bearhaven copper mines ($10\frac{1}{2}$) brought it some prosperity. They are on the N. side of the peninsula, by the coast-road to Dunboy ($1\frac{3}{4}$), a lovely spot, and then to the right through the hills. *Bearhaven, by Derreen, to Kenmare, see reverse route, p. 107.*

Glengarriff (Eccles') to Kenmare, 18 m., and **Killarney**, 38 m. From *Roche's*, $1\frac{1}{2}$ m. additional. *For Tourist Cars, see Pink Sheet.*

* * * If you wish, during the mid-day halt, to see the Convent and Church at Kenmare thoroughly, provide yourself with luncheon before starting. A wrap is scarcely ever unwelcome whilst crossing the hills even in warm weather.

The traveller may be reminded of the route p. 124. This should certainly be taken in going to or returning from Killarney.

In the course of this fine drive, the traveller will not care to have his eyes constantly on a book. Our description is, therefore, made as brief as possible, and where we indicate a fine view-point it is rather to call attention to the best, in our opinion, than to imply that unnoted scenes are commonplace.

Starting west from *Eccles'* the road goes through the village. At the R. C. Chapel ($\frac{1}{2}$ m.) the Castletown-Bearhaven road (p. 105) diverges, left. We keep to the right-hand road and pass, $\frac{1}{2}$ m. further, the entrance-lodge, left, of Glengarriff Lodge (late Earl of Bantry). Another half-mile up the wooded glen—note the glacier-rounded rocks—and we reach the open hill-side, our onward road being seen high up on the left.

* Bear- or Berehaven. *Hafen* indicates that the Norsemen here settled on the coast. *Bear*, pron. *Beera*, the Spanish queen of King Owen More (*Joyce*).

The *Canrooska* stream is crossed at *Crosterry Bridge* ($2\frac{3}{4}$ m.), and $\frac{1}{2}$ m. further the coach-road intersects the old-road from Glengarriff to Kenmare.

Old Road. The active pedestrian could without difficulty cross the mountain by this road (unmistakable and very fair) and rejoin the coach in $2\frac{3}{4}$ m., half-a-mile on this side of *Releagh Bridge* (a sweet spot to wait a few minutes for the coach) ; or in $3\frac{1}{2}$ m. at the R. C. Chapel near Bunane Bridge. The coach takes fully an hour to reach Releagh Bridge, the distance being 6 m., half of which is up-hill.

An ascent (abt. 500 ft.) of a mile, which affords fine views, looking back, of Glengarriff and the Caha Mountains, lands you on the shallow *col*, between *Est Mountain* (1,273 ft.), left, and *Burraboy Mountain* (1,519 ft.), right, on the boundary between Cos. Cork and Kerry. About $1\frac{1}{2}$ m. down the further side you turn off, left, just beyond the cottages of *Garryletter*, and cross the valley to the coach-road which is $\frac{1}{2}$ m. from the turn.

If, instead of turning left at Garryletter you keep straight on for another mile, you will reach *Bunane Bridge*, and the R. C. Chapel on the coach-road is $\frac{1}{2}$ m. beyond it.

As the road winds up the hillside the views are particularly charming between the 4th and 5th miles from Glengarriff, of which that at $4\frac{1}{2}$ m. is perhaps the best, including Glengarriff Lodge, the glen itself, and Barley Lake in a corrie.

Unless summer visitors' pence make life tolerable the year round, it would seem a kindness to evict the inhabitants of the wretched cottage by the roadside at the S. entrance of the **Tunnel** (1200 ft. above the sea ; 6 m.) through which the road crosses the watershed and passes from Co. Cork into Kerry. Later, we pass through shorter tunnels, and completely command the valley down which our route lies for the rest of the way to Kenmare.

At 8 m. (2 m. from summit-level) the R. C. priest's house is on the left of the road. Just beyond *Releagh Bridge* (9 m.), where we cross the *Sheen* (or *Bauraragh*) River, the view up and down the valley is very pleasing. At the R. C. Chapel (see small type above), served by the priest whose house we have noted, we are 10 miles from Glengarriff, and only 315 feet above sea-level. Nothing calls for mention till we reach *Kenmare Sound*, which is crossed by a *Suspension Bridge* ($17\frac{1}{2}$ m.) at a pretty spot. It is only $\frac{1}{2}$ m. further to Kenmare. For continuation of road to Killarney, see p. 107.

Kenmare.

Railway from Headford (p. 61).

Hotels : *Southern* ; *Lansdowne Arms*.

Post and Telegraph Office : Letters del. 7 a.m. ; desp. 5.30 p.m.
Postal address : Kenmare, Co. Kerry.

Coaches to Glengarriff, Killarney, Parknasilla, and Waterville, see Pink sheet.

Kenmare is a pleasant little town of 1200 inhab. in a pretty neighbourhood. The passing visitor should see the handsome modern R. C. Church, and the adjoining *Convent of Poor Clares*

(lasting monuments of the devoted work of Father O'Sullivan). The latter (*free adm. and no begging*) is famous for the exquisite lace which the shockheaded daughters of Wild Kerry are taught by the Sisters to make. This lace won the first place for the Kenmare School in the South Kensington competition of 1886 and some of it is so fine as to be almost worth its weight in gold. Ask the Sister, who takes you round, to be allowed to hear the children sing. In this, as in lacemaking, the refinement is a wonderful testimony to the skill of the devoted ladies who have to deal with such untutored material.

Across the road above the *Lansdowne Arms* are the ruins of the old *R.C. Church*, and behind them the **Southern Hotel**, beautifully situated on the brow overlooking Kenmare Sound. You can descend to the waterside and follow it to the right to the Suspension Bridge. From that three **Short Strolls** are worth taking:—1. Cross the bridge and take the third turning to the right, and then at the first farm quit the road for Mucksna Mtn.—fine view. 2. From the Kenmare end of the bridge follow the waterside westward past the quay till your progress in that direction is arrested by a creek. Then follow the creek back to the town. The first part of the creekside-walk is rocky and thick with gorse, but it soon improves. 3. The tour of the Sound, about $4\frac{1}{2}$ miles.

Kenmare was founded by Sir William Petty in 1670, in what was then a wild region remote from civilisation. It prospered for a while, but the natives of the neighbourhood, always hostile and troublesome, at the close of 1688, compelled the colonists "75 fighting men, with about 100 women and children," to fortify themselves within the precincts of the agent's house, where they held their own and effected reprisals, until a few months later they were attacked by Tyrconnel's troops, 3000 strong, and had to make their escape by sea to Bristol.

Kenmare to Parknasilla, $14\frac{1}{2}$ m.; **Sneem**, $16\frac{1}{2}$; **Waterville**, 37; **Cahirciveen**, $46\frac{1}{2}$; and (rail) **Killarney**, 71. This fine coach drive is described the reverse way, p. 124.

Kenmare to Kilmakilloge (Derreen), 16; **Eyerles**, 28; **Castletown-Bearhaven**, 33; **Glengarriff**, $54\frac{1}{2}$ m.

N.B.—Sojourners at Kenmare should not omit to visit **Derreen** (Marq. of Lansdowne), which they can do in the absence of the family. It is one of the loveliest spots in Kerry, and if combined with a visit to Glanmore Lake and glen makes a choice excursion. Another and shorter excursion worth making by this road is to the Cloonee Loughs, see *below*. There is a roughish *Pub. Ho.* at Kilmakilloge, quite tolerable for a night.

The above mileage to Kilmakilloge is by the best road as to gradients and scenery, though it misses the general view of Kilmakilloge obtained from the summit of the main road. It is easy for cyclists throughout, as is the whole route to Glengarriff. Beyond the Cloonee Loughs the main road goes over Knockatee to Kilmakilloge, 2 miles shorter, but hilly.

From Kenmore cross the Suspension Bridge and turn to the right. The road hugs the coast to the Middle Cloonee Lough, 9 m.

Upper Cloonee Lough is lovely, and *Inchiquin Lough*, above it, very fine. A track to both of them leaves the main road about $\frac{1}{2}$ m. short of the Middle Cloonee Lough—say 5 miles to Inchiquin and back.

The Cloonee River is crossed at *Ardea Br.*, 9½, at the foot of Lower Cloonee Lough, and a full ¼ m. onward at a Police Barrack is the divergence of our route from the main road. There we turn to the right, and at (½ m.) cross-roads to the left, and again at (½ m.) cross-roads to the right. We then pass above the prettily wooded Lehid Harbour, follow the coast to the entrance of Kilmakilloge Harbour, and there turning sharply to the left skirt it to Lansdowne Gate, 16, one of the entrances to Derreen.

Derreen, "the little oak grove," still deserves its name. It was spared when Sir Wm. Petty (*p.* 107) cut down the great forest, which clothed the mountain sides, to feed his smelting furnaces on the harbour shore. The gardens and a bit of meadow have scarcely encroached upon the venerable oak grove, which paths and vistas make delightful to ramble through. What is said of Parknasilla and Garinish (*pp.* 135-6) might almost be repeated, but here nature has been less improved. The visitor who enters at Lansdowne Gate and is bound further afield may leave by the gate on the main road at Mourlin Bridge.

For **Glanmore Lake** cross the bridge, turn to the left and in a furlong or so to the right. In abt. 2 miles you reach it, but for a fine view you need not go all the way, though with time at command you should certainly follow the road along its margin into the lovely Glanmore glen at its head. A correspondent tells us to ascend Hungry Hill from the head of the glen and descend to Adrigole or Bearhaven. We have not done this, and shall be glad of directions.

If Derreen is not visited, then past Lansdowne Gate we continue to the main road and turn to the right. The Glanmore divergence can, of course, be made without permission.

The road onward to Castletown-Bearhaven cannot well be missed. It touches Ardroom Harbour and thence is almost straight to Eyerics, beyond which it is rough but mainly downwards. For Castletown-Bearhaven, see *p.* 105.

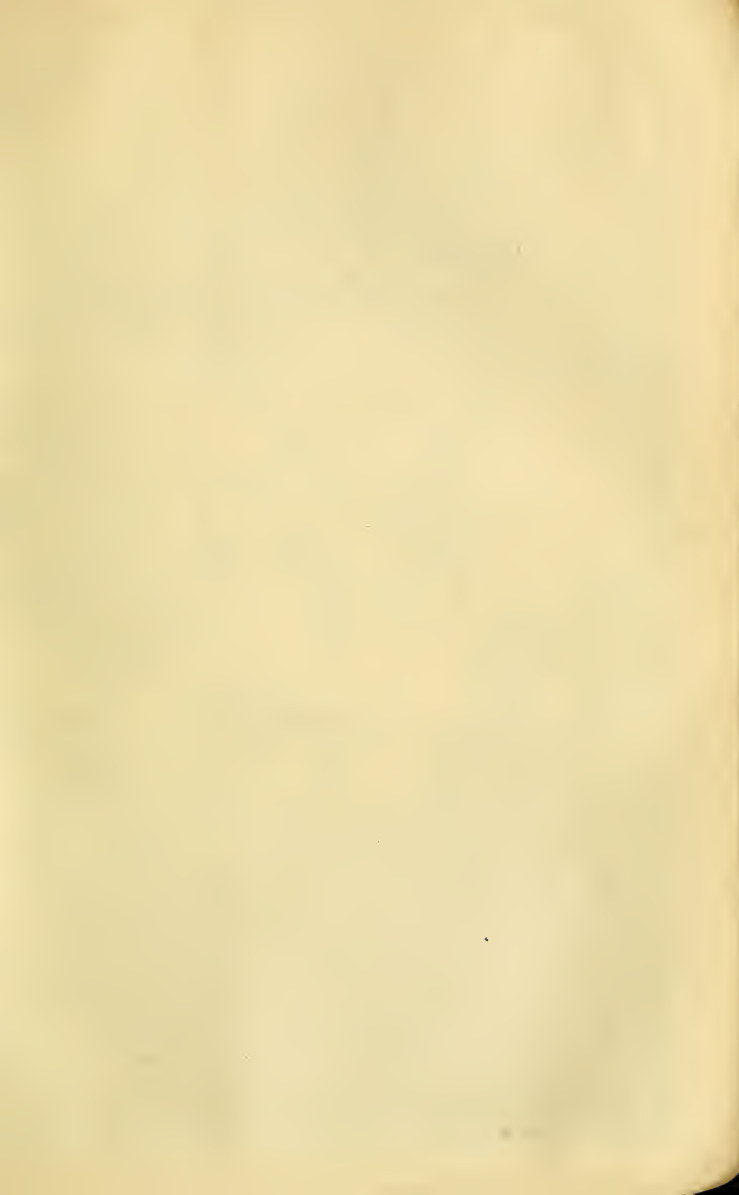
Road continued from p. 106. **Kenmare to Killarney, 20 m.** On leaving Kenmare we cross the *Finnihy River* and see, in right rear, Lansdowne Lodge, the long-time residence of Mr. J. Townsend Trench, agent of the Marquess of Lansdowne. The conspicuous building on the hill, right, is the Kenmare Workhouse.

Leaving Kenmare on *foot* at same time as coach, you can easily go up the old road past the Workhouse and catch the coach just on the Killarney side of Mulgrave Police Barrack, but the views from the coach road are finer.

At *Sahaleen Bridge* (2 m.) we recross the *Finnihy*, and the ascent through the mountains begins. When the summit of the pass, *Windy Gap* (abt. 1,000 ft.; 5½ m.), is reached, the Reeks are well seen over the intervening range which rises on the opposite side of the valley. Carrantuohill (3,414 ft.), the highest mountain in Ireland, is about N.W. from the pass, just beyond which the upper road from Sneem (13 m. from here) joins ours, left.

A few hundred yards W. along this Sneem road a road diverges N., down into the Owenreagh valley road, which is very beautiful and leads to the Gap of Dunloe.

A steady descent leads to the mile-long *Looscaunagh Lough* (*Pub. Ho.*, half-way along it) which is in nowise remarkable, but at a turn of the road, ½ m. or so beyond its far end, the Killarney valley suddenly reveals itself. The lake below, left, is the Upper Lake which is extended down the valley by the half-river, half-lake, called the Long Range to the Middle or Muckcross Lake. The break in the mountain range across the valley, and somewhat higher up than the Upper Lake, is the Gap of Dunloe. It is





difficult to exaggerate the charm of the prospect from this point, and onward to the castellated *Mulgrave Police Barracks* (10 m.). It is the **finest view** of this part of the Killarney district, and, in the writer's opinion, one of the most perfectly beautiful views in the United Kingdom; mountain, water, woodland in exquisite combination, and bathed in an atmosphere of fairy-land. It is certainly viewed at its best late in the afternoon of a fine September day, and to least advantage in the forenoon, earlier in the summer.

The rest of the drive affords pretty views, but nothing to compare with that just described. The tiny "Queen's Cottage" is seen below on the left, and then we reach Galway's Bridge, above which is a pretty little church. The first arbutus will be pointed out in due course, and when we reach the level road at the bottom of the valley, it will be a loss if a bugler does not await us. The **echoes** of the notes of the octave are repeated several times, and artfully set going again before they die away. In its way this echo is as beautiful as the view we have left behind, and the "hat" is not likely to go round in vain. The road skirts the foot of the steep of Tore Mountain right, and is wooded the rest of the way.

The *Muckross* and *O'Sullivan's Hotels* are passed, right, and then, on the left, the entrance (17 m.) to the Muckross Abbey demesne. For the points of divergence to the *Lake* and *Métropole Hotels*, see map facing p. 109. The river Flesk is crossed at *Flesk Bridge* (19 m.), a pretty spot, and the coach reaches its destination at Killarney (20 m.) stopping at the *Railway Hotel*, opposite the station, whence to the *Victoria Hotel*, if that be our destination, it is only 10 minutes' drive.

Killarney.

Approaches, see p. 90.

Hotels (see map opposite):—

Great Southern, centrally situated, opposite the Station. There are well shaded grounds for lawn tennis, &c.

Royal Victoria, finely placed on the N. shore of Lower Lake, $1\frac{1}{2}$ m. from Station.

Lake, on Castletlough Bay, $1\frac{1}{2}$ m. S. of the station. *Métropole* (*temp.*), about $1\frac{1}{4}$ m. on Muckross road, with good view.

Graham's Glebe (4 on map), with garden—8s. 6d. day.

Muckross (good), *O'Sullivan's* (inexpensive). These are about 3 m. in the Kenmare direction, at Muckross.

In the town (*numbers* refer to figures on map facing this page):

Innisfallen, 2 (Bed and Breakfast, from 3s. 6d.; Dinner, from 2s. 6d.); *Palace*, 3; *Statter's*, 1. *M'Cowen's* (*temp.*) 6, New-st., small, clean.

Hotel Prices: Killarney is not ruinous, though it used to have that reputation. We do not desire to favour one hotel more than another, but taking

the *Great Southern* and *Graham's Glebe* as examples, we may say that the 10s. a-day of the former (the price included in rail and hotel combination tickets) is cheap for palatial accommodation. *Graham's* costs something less, and is a well-managed house. The *Victoria* and the *Lake* are beautifully situated on the Lower Lake. Of the minor hotels in the town we have had no experience. The hotels at Muckross are deservedly popular.

Excursions: The four recognised rounds : (i.) to Gap of Dunloe and down the lakes ; (ii.) Aghadloe, O'Sullivan's Cascade, Lower Lake ; (iii.) the tour of the Lower and Middle Lakes ; and (iv.) Muckross and Torc Waterfall, are arranged for by most of the hotels. The *Great Southern* fees are 7s. each, except (iv.), which is 4s. 6d., with 1s. "Estate Tolls" additional in each case. On the first of these a pony over the Gap summit costs, if bespoke, 3s. From Ross Castle to Innisfallen and back, 1s. 6d. ; Dinish, 3s.

Waterville Round: Rail, coach, and hotel tickets combined include hotel accommodation at the *Southern Hotels* at Waterville, Parknasilla, and Kenmare.

Distances (see also *pp.* 124 & 102) : By road—Bantry, 48½ ; Cahirciveen (by Glencar, 19 ; and Lissatinnig Br., 28), 39 ; Cork (direct to Macroom, 25), 57 ; (by Glengariff, 38½ ; and Macroom, 75) 100 ; Dingle (by Milltown, 11 ; and Inch, 25), 41 ; **Dublin** *see* Introduction ; Kenmare (by Loo Br., 11½ ; and Kilgarvan, 19), 25½ ; Waterville (by Glen-car, 19), 39.

Post and Telegraph Office in New Street, but post-boxes at all the principal hotels, and Telegraph Office at *Royal Victoria* and at Railway Station, *oppos. Great Southern*. English mails, *del.*, 8 a.m., 1.30 p.m. ; *desp.*, 2.5 and 8.15 p.m. **P.O.** at Muckross.

Arbutus: The older accounts of Killarney might lead the stranger to expect to find this growth as marked a feature of the vegetation here as the olive is in Southern Europe. It may once have been so, but at the present day it is comparatively scarce, and quite inconspicuous. If we remember rightly, the *arbutus* is only found on one island in the Lower Lake, and its chief habitat is the Muckross grounds. It grows on islands in the Upper Lake and on the hillsides adjoining the Kenmare road. It is much prettier as a small shrub than when grown into a large bush with bare stems.

Tourist Cars to Kenmare, Glengariff, and Bantry, *see* Pink Sheet.

Killarney (pop. 5,510) is a dull, uninteresting town about 1½ miles from the N.E. shore of the Lower Lake (Lough Leane), between which and it interposes the Kenmare demesne. The visitor must not look to be able to supply himself here with any forgotten impedimenta of travel, and almost the only shops he will be disposed to patronize will be those of the dealers in articles made of *arbutus*-wood and bog-oak. It is strange that a place which every summer is the principal focus of visitors to the South of Ireland should manifest so little care to render itself attractive. The hotel-interest alone appears to be on the *qui-vive*, and a considerable part of the population consists of car-drivers, boatmen, and guides. Beggars, once a great nuisance, are now not more prominent than elsewhere.

The only public building of any importance is the **R.C. Cathedral of St. Patrick**, built from the designs of the late A. W. N. Pugin, and situated to the West of the town, close to King's Bridge. It presents a large and lofty, but somewhat cold-looking interior, and there are no details calling for special notice. In the N. transept is a brass to Bp. David Moriarty, and the 3-light East window was a thank-offering from the Earl of Kenmare for the

recovery of his only daughter, Lady Margaret Browne (now Douglas), July, 1876.

The *Protestant Church* (bear round to the left from the *Great Southern*) was, till the spring of 1888, a rather over-decorated building. It was then burnt out, but has been restored. The *School of Arts and Crafts* deserves notice.

Excursions from Killarney.

. We do not attempt to fit our descriptions to any particular "Excursion" arrangements, as these are modified by their different starting-points.

The **finest view-points** are, we think,

(i.) From the Kenmare road a little beyond the Mulgrave Police Barracks—for the Upper Lake and Long Range, &c., see p. 109.

(ii.) From Torc Waterfall path—for the Middle (or Muckross) Lake, the Long Range, Purple Mountain and the Macgillicuddy's Reeks, including Carrantuohill.

(iii.) From the grave-yard of the old church of Aghadoe—for the Lower Lake (Lough Leane) and the Tomies group of mountains. N.B. This is an enlarged and improved edition of the fine view from the West Park and the Royal Victoria Hotel.

(iv.) On the way up Mangerton, about half-way between where cars set down and the summit of the mountain. This view is wider and includes Tomies Mountain, but is not finer than (ii.). From the summit of Mangerton are two fine but distinct views.

(v.) From the summit of Carrantuohill—for the fine precipitous edges and escarpments of the Reeks and of the bay-indented west coast of Co. Kerry.

(vi.) From the summit of Purple Mountain—see pp. 114 and 119.

(vii.) From the upper terrace of the gardens of Kenmare House—see p. 112.

The foregoing are all comprehensive views. To enumerate the charming views from the bosom of the lakes themselves, or from the shore would be an endless task. The *Torc Mountain* (1,764 ft.) is a superb belvedere, but unfortunately is part of the deer forest and inaccessible to the general public.

The greater number of visitors to the, as far as the United Kingdom is concerned, unrivalled scenery of the Lakes of Killarney appear to allow themselves but a day or two, perhaps three, in which to obtain a hurried survey of a district that might well detain them for a week or two at least.

Nowhere else in these islands are woodland, lake, and mountain scenery, all of the utmost beauty, so exquisitely combined. It is, moreover, natural scenery quite unimpaired by man's handiwork, and the few ruins that there are around the lakes, are picturesque adjuncts rather than noteworthy historical monuments. The one thing wanting at Killarney is verdant valley scenery, such as by contrast gives to the English Lake District its peculiar charm. What will probably most impress the visitor with a sense of beauty is the marvellous colouring, due, we imagine, to the sunshine passing through an atmosphere which, in ordinary seasons, is constantly being purified by passing showers.

What to see. We here contemplate the traveller whose time is very short. With three clear days at disposal, the three **Excursions**, indicated on p. 110, cannot be bettered. With only two days take (i) certainly, and (ii) or (iii). With only one day

(i) should be taken. The view from Kenmare House upper terrace should, if possible, be added. The sojourner at Muckcross would easily skim the cream of (ii) and (iii) in one day.

Kenmare Demesne (admission 6d., including cycle, at each of the three entrances)—(i) *Deenagh Gate*, opp. R. C. Cathedral. This is the one for the **Gardens** (7 a.m. to 7 p.m.; gardener guides); (ii) *South Gate*, a little beyond cross-roads near Prot. Church; (iii) *Victoria* (or *West*) *Gate*, beyond the Victoria Hotel. We give some account of the Demesne in the course of the Aghadoe walk (p. 117). *Kenmare House* (Earl of Kenmare) is a modern mansion in the Tudor style in a lovely situation overlooking the Lower Lake, but the **view-point** is the upper front terrace of the private garden, which affords a prospect almost without a rival in Ireland. Tomies and Purple Mountain are the most striking mountains round Killarney, and seen from here their stately outlines, rising purple above the shimmering lake, with a foreground of rich western foliage, form an exceedingly impressive picture.

Gap of Dunloe Excursion, returning down the Lakes.

Distances: road to Arbutus Cottage, $9\frac{1}{2}$ m.; on pony or foot to "Lord Brandon's Cottage," $4\frac{1}{2}$ m. more. Thence by boat 3 to 4 hrs. down the lakes.

For cost of hotel excursion see p. 110.

N.B.—As a central point we suppose the traveller to start from and return to the railway station at Killarney. From the *Royal Victoria* the land distances would be $1\frac{1}{2}$ m. less; from the hotels at Muckcross from 2 to 3 m. more and the distances by boat altered accordingly.

Cyclists. A superb round (map, p. 122) is through the Gap of Dunloe, as described *below*, and then up the Owenreagh (Glen Reagh) for abt. 4 m. Then, left, up to the Sneem and Killarney road, and again left and up to *Windy Gap* (p. 108) on the Kenmare and Killarney road. Serious upward gradients are throughout among fine scenery, and the run down from Windy Gap is so beautiful that it will be taken slowly.

This is a delightful excursion, but we recommend pedestrians, for once at least, to drive as far as the Gap, because the road is not interesting until you are fairly among the mountains. Superfluous energy may find outlet by ascending Purple Mountain from the Gap, or, as suggested *above*, Carrantuohill (p. 120) may be substituted for the Gap—a choice of good things.

It may prevent disappointment to say at once that the Gap is a fine wild pass, but in some respects inferior to Glencoe, Honister, or Llanberis. Comparison is unfair between scenes so distinct. The finest thing on the land part of the excursion is the view obtained after passing the head of the Gap. The return journey, by boat down the lakes, is of surpassing beauty, and if you are fortunate enough to secure a crew that can sing—some of the men do so exceedingly well—you will be sorry to quit the water. *Cyclists* will not find the Gap pleasant, but in some parts possible, and over the worst there is ordinary trundling.

You leave Killarney past the R. C. Cathedral (*p.* 111) and cross *King's Bridge*. On the right we note the R.C. Bishop's Palace and the Presentation Monastery. Presently we pass the entrance, left, of the Royal Victoria Hotel.

A little further on you get a good view, left, across the Lower Lake, of Tomies, the Irish Skiddaw. At 3 *m.* is the entrance, left, of West Park, with fine view of Lower Lake, and just beyond that the road divides and you keep to the left. *Aghadoe House* (Lord Headley) occupies the angle between the roads. When the bridge comes into sight, notice the striking view (*l.*) of the Gap, and the steep crags of The Reeks to the right of it. At 4½ *m.*, you turn to the left and cross the *River Laune*, here a fine wide stream, at *Ferry Bridge* (5½). Hence the road trends W. for a mile and then runs due S. to the Gap. After crossing the Loe at *Kate Kearney's Cottage*, 7½ *m.*, "milk and whiskey" troubles are in full force!

Kate Kearney is reputed to have been strikingly beautiful, to have sold potheen to tourists, and to have died about the beginning of the 19th century. Her house, levelled long ago, was near "Kate Kearney's cottage."

The scenery of the Gap begins with a cross barrier of rock, with larch plantings and a pretty cascade. The road mounts the left bank of the stream, and after passing the little *Coosaun Lough*, descends and crosses to the right bank at the foot of *Black Lake* (8½ *m.*; 334 *ft.* above sea-level). The next mile is the finest part of the Gap, and you pass successively *Cushvally Lake* (337 *ft.*), and *Auger Lake* (397 *ft.*). Opposite the latter are *Gap House* and a *Police Barrack*. Just beyond the head of the last-named lake is the *Pike Rock*, and looking back down the pass, the view is very wild. Here at *Arbutus Cottage* the car usually stops.

At 10½ *m.*, after an ascent, you reach the first of the tarns formed by the Loe, a second and quite small *Black Lake* (587 *ft.*), above which, on the east, *Purple Mountain* rises abruptly. At *Gap Cottage* walking or riding *must* begin, and thence it is about 3½ *m.* over the **Head of the Gap** and down to the boat-place; ponies, 5*s.* each—but see *p.* 110.

Purple Mountain (2739 *ft.*) can be ascended in a N.E. direction from near the summit of the Gap, and a descent made to the boat-place, in about 2 hours. Our only experience made us regret we had not accepted the services of one of the many volunteer guides. The ascent is not difficult but steep, and it is only too easy, especially in descending to the boat-place to flounder in wet places. [Another good ascent or descent can be made from or to O'Sullivan's cascade, *p.* 118.] The view from the summit is magnificent and includes not only the Upper and Middle Lakes, but a great part of the Lower Lake as well as the Reeks, the desolate *Cummeenduff* valley and, of course, the Gap. To the S.E., dominating the Middle Lake, is *Torc Mountain*, and to the right of it *Manger-tou*. Northward is the *Slieve Mish* range with the head of *Dingle Bay* at its foot.

From the head of the Gap you obtain a superb view of the Upper Lake and westward command the desolate *Cummeenduff*

Valley, popularly called the *Black Valley*, a misguiding translation of Duff's valley. In spite of much fine writing about it, we advise the tourist not to waste time upon it. It is part of a descent of Carrantuohill (*p.* 122).

The track down from the head of the Gap makes a great loop to the westward, dangerous to cyclists, but it is better to keep to it and so enjoy the view. It presently becomes a rough road (passing a school and cottage, left, where tea may be had) and when it reaches the valley follows pretty closely the Gearhameen River. At a gate, where you enter on the Muckcross property, a charge of 1s. each person is made for the privilege of using the road to "Lord Brandon's Cottage" (*refreshments*) where the boat lies in the river a short distance above the Upper Lake.

A bog-track skirts the south side of the Upper Lake for about half-a-mile and then gradually bends to the right through the woods to the glen of the Galway's River, on which is the **Derrycunihy Waterfall** (6d. each; often included in the Muckcross excursion) just above which it joins the main-road at Galway's Bridge, 9 m. from Killarney. But it is *impassable* for cyclists, and should not be attempted by any who would keep dry-shod.

Down the Lakes. The **Upper Lake** where the river enters it is about $\frac{1}{2}$ m. wide and dotted with islets, but its great charm is the wooded heights amidst which it lies. About a mile down it you pass **Arbutus Island**, on which, as well as in the woods, the arbutus attains a great size. The lake here narrows, but only to expand again as you turn suddenly to the left out of it, and enter the wide river-like extension known as the Long Range. When this expands into a lake, the *Eagles' Nest* (1,100 ft.), a noble cliff richly wooded below, towers high above the left bank. It is this cliff and the glen behind it that yield the exquisite **echoes** mentioned on *p.* 108.

After another mile of winding river you see ahead *Old Weir Bridge*, and there it is that the chief part of the drop of 4 feet between the Upper and Lower Lake occurs. The boatmen shorten in their oars and tell you to sit still as the boat shoots the Rapids. The water boils on both sides but there is no danger, and the tenderest nerves are tried but for a moment.

The "Meeting of the Waters" is the name given to the sweet spot below the Rapids, because there the channels around Dinish meet, the left from the Lower Lake, the right, under another picturesque bridge, from the **Middle** (or *Muckross*) Lake. The latter channel should be taken (whether bound for Muckcross or not) if only to view from the water the gem of all the Killarney heights, the **Torc Mountain** (1,764 ft.), the perfection of an abrupt and rocky steep, clad with a wealth of wood remarkable even hereabouts. Under *Brickeen Bridge* you enter *Glena Bay*, as this lovely corner of the **Lower Lake** is called, and if the Lake Hotel be your destination you have a delightful row, along the *Muckcross peninsula* into *Castletough Bay*. Should Killarney town or the Victoria Hotel be your object, then you strike

across the lake to the wooded peninsula of *Ross Island*, passing left **Innisfallen** (p. 116), and then either enter *Ross Bay* (very lovely) and land at **Ross Castle** (p. 118; admission to island, 6d.; tea at *Ross Cottage*), or keep northward from Innisfallen to the landing-place of the *Victoria*.

The Muckross Demesne and the Torc Waterfall.

By road the Demesne is entered from the Kenmare road, about 2 m. from Killarney Station; also from near the hotels at Muckross. *By boat* the only landing-place, where visitors are allowed to disembark, is Dinish Island Quay, except in case of visitors at the Muckross hotels.

Admission: to the *Demesne*, 1s. (persons staying at the *Muckross Hotel*, or at *O'Sullivan's*, free); to the *Torc Waterfall*, 9d. (see below). Down to 1899 this demesne remained in the possession of the Herbert family; in that year Lord Ardilaun purchased it.

Distances: (from Killarney Station) nearest *Entrance* about 2 m.; *Abbey Ruins*, 2½ m.; *Brickeen Bridge*, 5¼ m.; *Dinish Quay*, 6 m.

From *Dinish* to *Torc Waterfall*, 2 m., and thence to *Killarney*, 4½ m. more.

Killarney to *Torc Waterfall* (direct), 4½ m. In the interest of safe traffic all cars and cycles are compelled to enter at the near, or Muckross, end of the demesne, and can on no account obtain admittance for the reverse journey.

The usual drive (about 10½ m. in all) is first to the Ruins, then down the Peninsula to Dinish and back by the Torc Waterfall. The Demesne is exceedingly beautiful, but the mere drive is, we think, apt to disappoint high expectations. The only way to appreciate the beauty of the grounds is to devote the greater part of a day to them, and to ramble near the waterside.

Supposing the Demesne to be entered at the nearest entrance from Killarney, then a pleasant road, a short distance from the head of Castletlough Bay, brings you in about ¾ m. to the **ruins of Muckross Abbey** (*Muckross* = *muc-ros*, "the peninsula of the pigs"; the old name of the monastery was Irrelagh, "the building on the lough") which was founded, according to Archdall, in 1440 by Donald McCarthy, as a Friary for Conventual Franciscans. The buildings were re-edified in 1602, and are still in a fair state of preservation. The *Church* is chiefly noticeable for its tower, recessed west doorway, and well-known east window. From the north transept you enter the solemn little *Cloisters*, which have round arches on two sides and pointed on the other two. In the centre of the garth is a venerable yew-tree which completely overshadows the court. From an angle of the walk you reach the *Refectory*, &c., but these domestic buildings are not of much interest, except for the fact that the great fireplace of the Refectory was adopted as his abode by an eccentric person in the last century.

The mansion, *Muckross Abbey* (Lord Ardilaun), a plain substantial house of little beauty, is about a mile south of the

ruins, and you would pass close to it on the way from them to the **Torc Waterfall**.

Leaving the mansion to the left the road runs the length of the *Muckross Peninsula*, which is wooded throughout and has many old arbutus trees, gaunt, many stemmed specimens more venerable than beautiful. Passing **Doo** (*dubh*) **Lough**, right, the road skirts the shore of Middle Lake, left, and goes through *Camillan Wood* and along a narrow neck to **Brickeen Bridge**, over the channel connecting the Middle Lake with Gleena Bay (the head of the Lower lake). A little further on a "flagway" or embankment leads on to **Dinish**, where (good view of the old Weir Bridge) at a *Cottage* tea, &c., can be had. From Dinish the *Rustic Bridge* crosses the channel connecting the **Meeting of the Waters**, right, and the Middle Lake, left. Turning eastward, the road skirts the latter and runs into the high road (from Kenmare to Killarney), and following that (to left) for a mile, you reach the gate, right, of the **Torc Waterfall** (9*d.*). This famous spot is deservedly one of the most visited in the district. The cascade itself is of little volume, and though an exceedingly pretty broken fall, is only one element in a marvellously beautiful scene. A steep footpath ascends the left-hand side of the ravine, and affords more than one delightful view-point. From near the limit of the walk is perhaps the best. Hence not only is there a comprehensive view of the exquisitely wooded ravine and sparkling cascade, but of the Middle Lake and the mountains beyond it, as well as of part of the Lower Lake. For richness and, in favourable weather, for colour, there is no more lovely prospect anywhere in the kingdom, and as already intimated (p. 111), this is one of the choicest views in the district. For the road back to Killarney, see p. 108.

Innisfallen (about a mile from Ross Castle) is at once the largest and most interesting of the islands in the Lower Lake. Its area is under 30 acres, but it is richly fringed with quaint and luxuriant wood, and from it glorious views are obtained (charmingly framed) of the S.W. shore, including the beautiful Tomies Mountain. It is also of much interest to the antiquarian on account of the very early monastic remains, which are still to be found upon it. They are, of course, roofless and architecturally of no beauty.

The abbey was either founded by St. Finian (or Finan) Lobhar (*i.e.*, the leper) at the end of the 6th cent., or very soon after his death, when it was dedicated to him. Mr. M. H. Bloxam, of Rugby (*d.* Apr. 24, 1888) was inclined to regard the existing remains as in part at least belonging to St. Finian's monastery. His detailed account—abridged and slightly amended—of the ruins is as follows:—

The Church (66 ft. by 16 ft.) consists of a nave and chancel only, but the fragments above ground are insufficient to show the junction of the parts. The E. end has been lately restored. There is one window in the S. wall of the nave; a simple light, covered horizontally with a lintel-stone; the jambs,

straight-sided and slightly splayed. The wall appears to have been plastered internally; and the only remnants of mouldings are outside the E. lancet lights, very rough and of doubtful date.

On the N. of the church is the *Court* (27 ft. N. to S.; 36 ft. E. to W.). A single wall bounds the W. side, in which side there is no appearance of buildings.

The foundations of a wall, forming, as it were, a passage 5 ft. 10 in. wide, appear on the S. and W. sides of the court. On the N. side is a plain doorway with a horizontal lintel over, leading into one long room, apparently the *Refectory*; the walling here is 2 ft. 8 in. thick, and the room 50 ft. by 15 ft. At the E. end is a small window, the jambs partly splayed, the head horizontal. On the E. side of the Court are 3 doorways rudely constructed. Of these, the northernmost has a plain horizontal lintel; the other two have semicircular-headed arches of rude construction, formed of thin stones. Two of these doors open into a roofless apartment, 40 ft. by 16 ft. The masonry is of irregular pieces of rock and very rude. Little mortar appears to have been used, and interspersed in the walls, here and there, are blocks of squared stones. At the S. end of this building, high up, the only indication left of an upper story, except the pug-holes in the roof gable, is a narrow light, looking into the Church. This may have been the original *Camera* (lodging) of the Abbot. There are no apparent remains in these apartments of any fire-place. The walls of the Court are 2½ ft. thick. The entrance into it is on the S.W., close to the church, where indications exist of a rude archway.

Separated from, and about 30 ft. N.E. of the main buildings, is a building probably the *Kitchen*, 33 ft. by 15 ft., with the remains of an oven at the S.W. corner.

About 42 ft. W. of the church are the remains of a building (36 ft. by 16 ft.) of block masonry, superior in construction to the original buildings, and apparently of later date. This may have been the *Hospitium* or *Infirmarium*.

On a headland some little distance N.E. of the main buildings of the abbey, is a small domestic building of the 12th century, standing due E. and W., probably the Abbot's *Camera* or lodging. The sole apartment is, internally, 18 ft. by 11 ft. 3 in. On the W. is a semicircular-headed doorway—the best feature extant—with weather-worn chevron and other mouldings and Norman shafts at the sides. At the E. end is a small semicircular-headed window, also of hewn stone; and in the N.E. angle a fire-place. The walls of this building are 3 ft. 8 in. thick; the doorway 2 ft. 3 in. wide; the internal splay of the window 2 ft. 3 in.

To Aghadoe Church (ruins) 2½ m. and back by **West Park, Kenmare Demesne and Ross Castle to Killarney**, a delightful walk of about 9 m., *but the lane is miry except after drought*.

Leave the town by one of the roads [Killarney map] which meet at the bridge over the Deenagh stream near the Workhouse. About ½ m. onward turn to the right up a lane, and follow it—a beautiful lane ending in a steep ascent to **Aghadoe Old Church**. [From the Victoria Hotel it can be reached by a field path.] Having entered the grave-yard, even Mr. Dry-as-dust will for a time ignore the ruins and be absorbed in the magnificent **view**, of which the great feature is the noble mass of Tomies and Purple Mountains, seen across the full expanse of the Lower Lake.

The **ruins** are not of much importance. The *Old Church* consists of an Early Pointed chancel and a Romanesque nave. The latter style is in Ireland no proof of Anglo-Norman workmanship and occurs in buildings known to date before the Conquest. This nave which still has a rich W. doorway, in fair preservation, is assigned by Petrie to the 8th century. The *Round Tower*, just west of the church and in the line of the grave-yard wall, is a

mere stump, and its masonry has been repaired. The *Round Castle* is also only a stump, and is too covered with ivy to be seen properly. Archdall speaks of an abbey here, and possibly this was the Abbot's fortified house.

From the graveyard you may (by a venial trespass) descend through the fields, keeping along under a wood, right, and so reach the main road again a little short of the entrance of the West Park. If you prefer the road you bear to the left about $\frac{1}{2}$ m. beyond the ruins, and descend past the modern *Aghadoc Church* (Prot.) to the Milltown road, down which you turn, left, to its junction with the road from Killorglin. A few yards from the junction, towards Killarney, you reach the entrance-gate, right, of the **West Park** (6d.) and have but to follow the drive. This keeps fairly near the shore of the lake over which the view is charming. About a mile from the entrance-gate you pass through a gate on to the grounds of the admirably situated **Royal Victoria Hotel**, which has a landing-place on the lake at the foot of the lawn or rather pasture.

After passing through a lodge-gate (**Kenmare Demesne**), at the fork just beyond take the right-hand road and straight on at cross-roads. This presently runs into another, second, cross-roads. [The road left leads in $\frac{3}{4}$ m. to Killarney (Kings Bridge), passing below Kenmare House.] Take the right-hand road for Ross Castle. Tomies Mountain and the islands in the lake are beautiful from here. Soon, however, woods hide the view and you cross a bridge over the *Deenagh River* and turn to the right. Immediately, a meadow opens to the lake, and Tomies is once more very beautiful. As you approach the next bit of woodland, the mansion, *Flesk Priory*, is seen on rising ground, left, with the spires of Killarney at the head of the glade. Yet another glade opens towards Tomies and then, about a mile from the Victoria Hotel, you obtain the most picturesque of all views of Ross Castle. The grey and ivied tower, the fringe of trees along the water in the foreground, the bare bulk of Mangerton behind, and Torc Mt. somewhat to the right, have all the elements of beauty due to contrasted details. A little way further you get a less perfect picture of the castle and reach cross-roads, whence, turning to the right, it is only a short distance to **Ross Castle** ('bus to and from Killarney Station, 6d., several times a day during the season. Admission: Ross Island, 6d. Tea at Ross Cottage). The castle is a square tower, and, except as a view-point, of little interest. It was built about 1500, was held for Charles I. by Lord Muskerry, but was obliged to yield to the Parliamentary army of General Ludlow. Here is a landing-place, well-supplied with boats, including the excellent craft belonging to the *Great Southern*. The woodland of the "island" is intersected by narrow paths, but is not particularly good rambling ground.

Ross Castle is the nearest boat-place for **Innisfallen** (p. 116) and Ross Bay itself, with its many islets, is very charming. The row across the lake to **O'Sullivan's Cascade**, a fine broken fall in a wooded glen, at the foot of

Tomies Mtn., is also a favourite one. Considered as a waterfall it is, perhaps to be preferred to the Torc Waterfall (*p.* 116), but the latter has the advantage of affording one of the most beautiful views of the district, so that visitors with limited time should give Torc the preference. O'Sullivan's can be made the starting-point for the ascent of Purple Mtn.—a superb view-point—see *p.* 113.

There is a **beautiful walk** from Ross Castle across the island to the old Copper-mine pool (S. end); it leads amidst luxuriant foliage of flowering shrubs, amongst which the arbutus is abundant.

From Ross Castle to Killarney direct is about 2 *m.*, and the road is straight and dull.

Ascent of Mangerton (2756 *ft.*). For car and pony, see *pp.* 109, 110.

Remarks. This is the popular mountain-climb from Killarney. We are not disposed to rank it amongst the best of the excursions, and the grim hilarities suggested by the name "Devil's Punch Bowl," are greatly discounted when we discover that the "Bowl" has been fitted with a brass cock to turn on the water-supply for Killarney.

Good views are obtained on the way up, and the view N. and W. from the N. side of the summit-plateau (covered with long bog-grass) is wide and beautiful. From the S. side of the plateau there is also a good view eastward of the Paps, and S.W. to Kenmare Bay and the Caha Mountains, but there is no one point which affords an all-round view, and on the whole we think this mountain has been overpraised as a belvedere.

The walk may be increased in interest by returning from the *col* at the head of the Punch Bowl, either by, or along the verge of, the Horses' Glen; see Descent (iii).

Route. Turn to the left just beyond O'Sullivan's Hotel (see map *p.* 122), which is about $2\frac{1}{2}$ *m.* along the Kenmare road from Killarney. About $\frac{1}{2}$ *m.* from the main-road, the by-road thus entered on turns sharply to the left, and $\frac{1}{2}$ *m.* further, after two more sharp turns close together, we leave it for a road on the right. This gradually ascends, and in about $1\frac{1}{2}$ *m.* from the last turn (i.e., $2\frac{1}{2}$ *m.* from the main-road) fords the little stream of the *Finonlagh*. The Ordnance map marks this spot as "Toreen-cormick Battle Field," but we have failed to discover even the date of the battle. Here the cars usually deposit their passengers, but ponies can go on to the summit.

It is tempting presently to strike off, left, from the cart-track and breast the hill, but the ground is boggy in places, and we suggest returning from that direction, see (iii), *p.* 120.

The track is unmistakable and, after affording good views of the Long Range, Upper Lake and, beyond them, of the shapely Purple Mountain and Tomies Mountain group, lands you at the foot of the Devil's Punch Bowl, where there is a keeper's hut. Red deer can generally be seen from this spot.

The **Devil's Punch Bowl** is a deep-set mountain tarn about 600 yards long, and the scarp'd sides rise more or less abruptly

from the water's edge, though not to such an extent as to make a rough scramble along the margin impossible. The Bowl is one of the feeders of the Torc Cascade, but as already intimated, is sometimes made to contribute to the Killarney water-supply—a perfectly legitimate use of a tarn that has little to lose by the process.

The path to the summit ascends above the S.W. edge of the Bowl. The Macgillicuddy's Reeks, including Carrantuohill, are the chief addition to the view over and above what you saw whilst ascending. The large lough to the N.E., with an islet in it, is *Lough Guitane*. To get the view towards Kenmare you must go well over the summit.

Descents. (i) By the upward route, just described.

(ii) *To Kenmare; not recommended.* Go nearly due S. by the spur extending in that direction from a little below the E. end of the summit-plateau. This spur runs down to the *Orbeg*, a tributary of the Roughty, and a cart-track on the W. bank leads into the Kilgarvan and Kenmare road, nearly 6 m. E. of the latter place. It is quite 5 hrs. walk from the summit to Kenmare.

(iii) From the summit descend the steep pitch to the *col* at the head of the Bowl, or descend to the foot of the Bowl and skirt its N.E. side to the same *col*. It is the steep and really wild **Horses' Glen** which lies below on the other side, and it is possible for experts to descend into it, but great care is required, and the ordinary tourist should not attempt it. In the bottom of the glen are three tarns, *Loughs Erhogh, Managh, and Garagarry*.

Those who keep to the top should view the glen from the *col*, and there is no difficulty in following the hill-tops on its W. side. In that case a short mile across the moor, N.W. from the foot of Lough Garagarry, will bring you to the track, near the car stopping-place.

Ascent of Carrantuohill (3,414 ft.). [*See p. 125 for another ascent and descent to L. Acoose, 3½ m. by road from the Glencar Hotel, p. 126.*] This peak is the highest of the Macgillicuddy's Reeks, and the apex of Ireland. But few tourists ascend it, as the usual round through the Gap of Dunloe and down the Lakes is too long to permit of being combined with the ascent of the mountain. To active persons we strongly recommend the substitution of the Mountain for the Gap, because the latter is really nothing very remarkable, and the approach to Carrantuohill up the Hag's glen is bold and interesting. The view from the summit is ample reward for the toil. The return route, down the Lakes, is the same as from the Gap.

Those who have some experience of mountains will not require a guide. In 1885 we made our first ascent in company with ladies without one. For a party of four or five the total expense need not exceed 10s. 6d. each. Clear and fairly settled weather is the great desideratum. The best plan if you are stopping, say, at the

Gt. Southern Hotel, or one of the other large hotels, is to tell the manager over-night that you contemplate making the excursion, and he will generally be able to make up a pleasant party, and will see to all the needful arrangements, *e.g.*, car to take you to the foot of the ascent and a boat to bring you back down the lakes. Luncheon will be taken, and it is a convenience to have a "guide" to carry it. From Killarney to the summit and back is a stiff 12 hrs. walk. If you are without a guide be sure and carry a compass. It is between 11 and 12 miles to the point "cars stop" on the map.

Start not later than 9.30 a.m., and leave wraps with the manager to be sent in the boat as they will probably be welcome for the evening row-back, and you are never certain at Killarney that a passing squall will not bring a down-pour.

There is, as the map shows, a choice of routes as far as the Owenacullin stream. At the *Gaddagh River*—a stream choked with glacier moraine—walking begins, and you cross the stream by the stones and follow up a rough lane into a copse and over a stone barrier. Then take the path, across a field, which bears up towards the entrance of the Hag's Glen. The ruins of a cottage showing uprights (gable walls seen edgewise) indicate the right direction. Then straight up a stony heathery hill still towards the glen. Cross a wall (easy) and you will find a good track which keeps the *Gaddagh* on the left all the way to the junction of the two streams from *Loughs Callee*, left, and *Gouragh*, right. The track comes to an end at the confluence. Just above you here, right, is the bit of crag called the *Little Hag's Teeth*. The noble cliffs of Carrantuohill sheer from the summit, and more to the right the *Large Hag's Teeth* crags are very fine, as seen a short way onward. You pass between the two loughs, and the central moraine is rather rough travelling, but presents no difficulty.

On arriving at the head of the glen the real climb begins, and the way is up the *Devil's Ladder*, a green steep, broken by bits of rock, among which a rivulet finds its way. There is a little bluff at the foot of this steep. It is best to pass to the left of it.

It will take nearly 1 hr. to gain the *col* (No. 1) above. There is no real difficulty because the broken character of ground gives good foothold, but it is a steep pitch. The *col* has an equally steep descent on the far side and the top is from 4 to 5 yards wide. From it, bearing up to the right, it is from $\frac{1}{2}$ to $\frac{3}{4}$ hr. steady ascent over short herbage to the summit.

The **View**. The striking features are the edges and sheer escarpments of the Reeks themselves. Endless lakes are in view, but nothing worth mention in the Killarney direction, *i.e.*, eastward. Of the sea-coast you can trace miles, and Brandon Hill (*p.* 142) is conspicuous to the North-west. The three islets, Cow, Calf, and Bull, mark the limit in a S.E. direction, and the pinnacled

Skelligs, some distance to the right of them, are unmistakable. Killorglin (*p.* 124) is not seen, being hidden by Beenkeragh 3,314 *ft.*; *p.* 125), whose sheer cliff faces you northward.

Descents. Return to *col* (No. 1), go over the summit on its far side and down to the *col* beyond it, which we may call No. 2. You then have a choice of routes.

(i) **Not recommended**, though from experience we know it to be safe enough. We once took a lady down this way, but then she was to the manner born. The descent (quite 2,500 *ft.*) into the valley (on the S. side of *col* No. 2) is exceedingly steep, and though heather and rocks give good foothold you have to zigzag repeatedly to avoid considerable bits of crag. It will take quite $1\frac{1}{2}$ *hrs.* to reach the bottom, and the glen thus reached (*Cummeenduff* or *Black Valley*, as it is miscalled) is monotonous—an hour down it to the junction with the Gap road, *see map*.

(ii) **The best way.** From *col* No. 2 do not climb the hill (East) beyond it, but bear to the right and keep well up along the flank of the range till you are about abreast of the interval between the two largest loughs in the valley. Then you can steadily descend as you go, and without dropping to the bottom of the valley will presently ($1\frac{1}{2}$ *hr.* from *col* 2) strike the Gap of Dunloe road, *see p.* 114.

(iii.) **To Lough Acoose and Glencar**, *see p.* 125.

Killarney to Kenmare, 20; Glengarriff, 38; and Bantry, 48½ *m.* This famous drive is described reverse way *pp.* 100, 105, 108. [**Cyclists** can improve on the coach road by going through the Muckross grounds.] To start with, the road is more walled in than any road we know, and this part is only tolerable to the pedestrian because it is shaded. About $\frac{3}{4}$ *m.* from Killarney the *Flesk* is crossed and $1\frac{1}{2}$ onward is the entrance to Muckross, right, and, on the hillside, left, a huge Iona Cross to the memory of the late Mr. Herbert. The Muckross hotels passed, we have more wall, the entrance to the Torc Waterfall, and for a while views across the Muckross (or Middle) Lake, including the curious Devil's Island. Further on is a magnificent show of hollies, and holm-oak is a feature. The "White Stag" opposite is a coachman's fraud. A good extent of the Long Range (connecting the Middle and Upper Lakes) is commanded, with the Eagle's Nest crag on its far side. Exquisite views of the Upper Lake succeed, especially as we approach the tunnel (*map*). Purple Mountain is a fine object on the far side, and the Reeks are well seen (but not Carrantuohill). Above *Galway's Bridge* is a pretty little church, and, as we ascend, the Queen's Cottage is seen below on the right. Passing the *Mulgrave Police Barrack* (10 *m.*), the next half mile commands the view of the route (*see p.* 108).

Next comes the ascent to the Pass of Cummeenduff (or Windy Gap)—the rise broken by the run along *Looscaunagh Lough*

(Pub. Ho.). On both sides of the Pass (about 1,000 *ft.*) the view is wild and striking, and, as we descend, the mountains of the Waterville promontory, notably Mullaghanattin (2,539) and Beoun (2,468 *ft.*), contribute to the general effect. **Kenmare** (*p.* 106) appears in front, and the last few miles to it are commonplace. Beyond Kenmare there is a rich river-scene for several miles, followed by a long winding ascent to the Tunnels at the summit of the route (1,200 *ft.*). In the last tunnel we pass from Kerry into Co. Cork. The sudden and then gradually developing view of Glengarriff, the Sugarloaf to the right—the depths of the glen filled with woodland as rich as that left behind at Killarney—and the full expanse of Bantry Bay is magnificent. The lough just visible in a corrie, right, is Barley Lake. The late Lord Bantry's Cottage is a large edition of the Queen's Cottage. For **Glengarriff**, see *p.* 102. The road on to Bantry is given, reverse way, *p.* 101.

The Waterville Promontory.

The tour of this promontory, both as regards scenery and amenities of travel, is so enjoyable that no visitor to the South-West should willingly omit it. When we add that it may be taken after the tour of the Killarney Lakes without any sense of an anticlimax, our opinion of the route will be obvious. A superb coast on the one hand, lovely lakes and bold mountain-outlines on the other, and withal good hotels at convenient intervals, combine to render the journey one of the best in Ireland.

The train and coach services are arranged so as to allow of the trip being accomplished in two days—one night at Parknasilla; but four days and, better still, a week may with advantage be allotted to it. As will be seen from the details we give, the leisurely traveller, who already knows Killarney, may find enough to occupy an ordinary holiday fully, especially if he includes the fine Dingle promontory (p. 138) in his programme.

The *cycling* in the Waterville promontory, especially the route round it, is generally good.

Killarney to Caragh Lake, 31; Cahirciveen, 48 by rail. Thence road to **Waterville, 10; Caherdaniel, 18; Sneem, 30½; Parknasilla, 32½; Kenmare, 47.** Thence rail to **Headford Junc., 20; and Killarney, 27 m.**

— **Cahirciveen to Valentia Harbour, 3 m. by rail.** Thence ferry to Knight's Town, Valentia Island.

Tickets for the round, which may be taken in either direction, 22s. 6d., 20s., 17s. 6d. Break of journey permitted at Caragh Lake, Cahirciveen, Valentia Harbour, Kenmare, and at any coach station *en route*. Coach fare between Cahirciveen and Kenmare, 12s. For many combinations of rail, coach, and hotel tickets see G.S. & W.R. tourist programme.

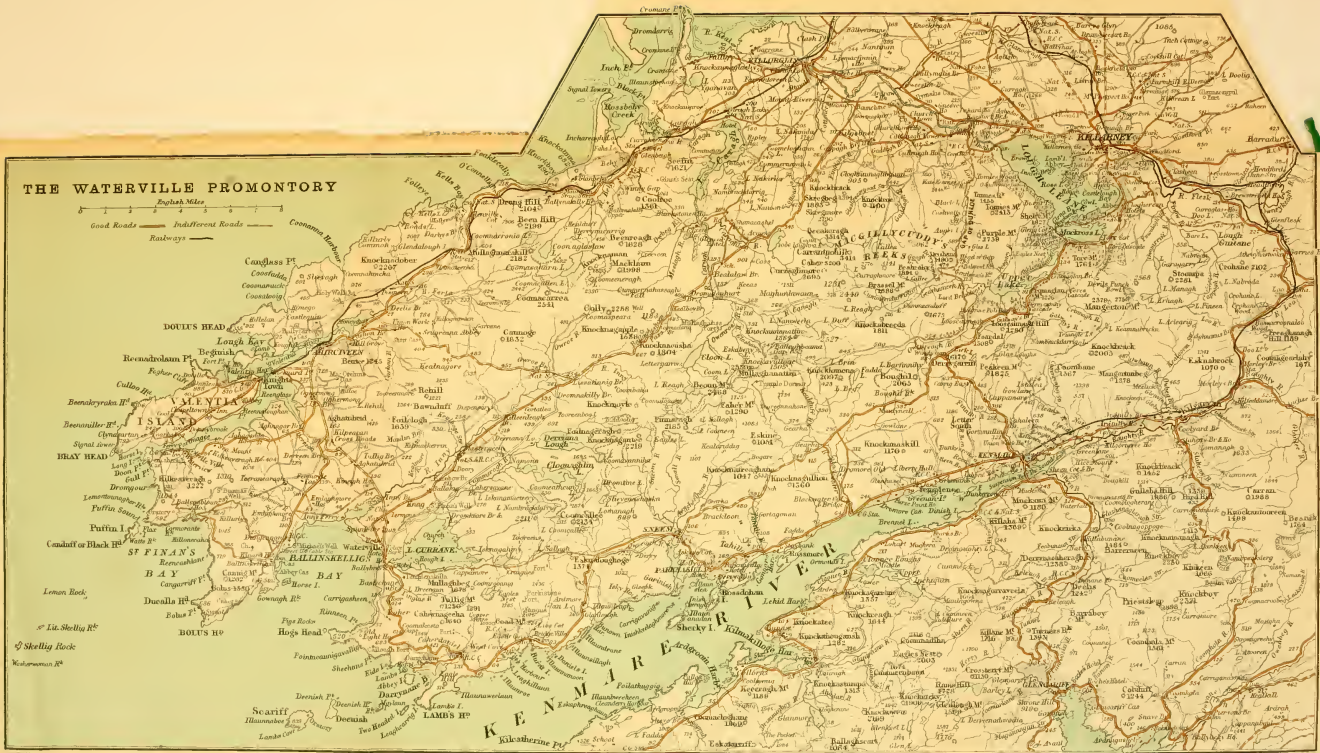
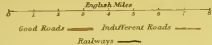
For **Hotels** on the route see *below* under *Caragh Lake, Glenbeigh, Cahirciveen, Valentia Island, Waterville, Derrynane, Parknasilla, Kenmare.* At each of the places here printed in italics, the Southern Hotels Co. has a *Southern*, and at Parknasilla a second and cheaper hotel.

Route. For the rail, *viâ Farranfore Junction (10; Pub. Ho. just N. of station) to Killorglin (24) see p. 61.* The Reeks are a fine group, left, but Carrantuohill is hidden by the highest peak in sight from Killorglin.

Killorglin (*Railway* opp. Station) is a dull town of about 1,600 inhab. For the town, go to the left from the station, and then turn to the right. The junction of streets forms the market-place, and from it the steep main street leads down to the bridge over the fishful River Laune, which issues from the Lower Lake of Killarney. The *Post Office* is on the left as you begin the descent, and a little below that, just left of the street, is a fragment of a Castle of the Knights-Templars.

To Glencar Hotel, 11 m., p. 126; or Waterville, direct, 28 m. We recommend the tourist to drive at any rate as far as Lough Acoose, 7½, as the route that far is more breezy than picturesque. You leave Killorglin by a road on the right just short of the Bridge, and ¾ m. onward bear up to the right.

THE WATERVILLE PROMONTORY



The ascent is then more or less continuous; the Coltoners River keeps company for some distance, and the otherwise rather featureless landscape is redeemed by the isolated Reeks. The scenery improves when the steep ascent into the mountains is entered on, and you reach the summit level (about 700 *ft.*) of the route—a *col* on the watershed between the Laune and the Caragh—immediately before arriving at the head of *Lough Acoose* (or *Coose*).

Ascent of the Reeks from L. Acoose, abt. 675 *ft.*; $3\frac{1}{2}$ *m.* by road from Glencar Hotel (*p.* 126). The three highest peaks in Ireland, **Beenkeragh** (3,314), **Carrantuohill** (3,414; *p.* 121), and **Caher** (3,200 *ft.*), make a grand tour from Glencar—say 9 *hrs.*, including $1\frac{1}{2}$ *hr.* for halts, from Acoose and back—but the edge between the first two summits is not for the inexperienced, or those subject to vertigo. The ascent of Beenkeragh, and the *direct* ascent of Carrantuohill, over Caher, are void of difficulty.

Start from E. side of Acoose—abt. the “e” of name on map, *p.* 122. Some way up the Beenkeragh shoulder, two (Colteners) waterfalls are seen from below. Make for their N. side (to avoid ravine further up), and then keep in the main eastward and upward, high above L. Eighter, to the top of **Beenkeragh** ($2\frac{1}{4}$ *hrs.* from waterfalls)—view similar, but finer, to that *p.* 121. Carrantuohill is now due S.—not 1,000 *yds.* off, but $1\frac{1}{2}$ *hr.* The edge on the Killarney (E.) side is sheer; on the W., a steep slope with deep gullies. Keep as near the top as is safe. To get round the rocks of two or three gullies involves scrambling flat, but, this accomplished, difficulties are over. From **Carrantuohill**, descend a little S. of W. to a *col* and ascend beyond it. **Caher** is beyond the next sharp dip—a narrow *col* but quite safe. From Caher you descend direct to Acoose along S. flank of “1581” of map— $2\frac{1}{4}$ *hrs.* from Carrantuohill to the lough.

The road skirts the lough, and then descends by the Caraghbeg. Beyond a bridge (9), about a mile from the loughside you turn to the right for Glencar. This road is rather steep, and at the bottom joins another, up which, left, it is a short $\frac{1}{4}$ *m.* to the entrance-gate, right, of the Glencar Hotel, *p.* 126.

For Waterville you keep straight on beyond the bridge just mentioned. The road crosses the Upper Caragh (or Blackstones) River at *Bealalaw Bridge* (11), and then ascends steeply to the pass *Ballaghasheen* (15). As you descend steeply, Colly (2234 *ft.*) is the mountain on the far side of the corrie. Just short of *Lissatinnig Bridge* (18) the Cahireiveen road bears round to the right. You turn to the left and cross the bridge, and about $\frac{3}{4}$ *m.* onward have a choice of routes: (a) straight on down the Inny valley. This road, usually taken by cars as the easier, joins the Cahireiveen and Waterville road about $1\frac{1}{2}$ N. of Waterville, but the better way, if driving, is to cross that road and, presently, to turn to left. You enter **Waterville** (*p.* 131) by the *Butler Arms*; the *Bay View* is about $\frac{1}{4}$ *m.* further on; for the *Southern* you keep straight on along the sea-front, cross the bridge, and $\frac{1}{4}$ *m.* onward turn to the left.

(b) Cross Lissatinnig Bridge, and about $\frac{3}{4}$ mile onward, bear up to the left. The road crosses the low ridge, and as it descends into the *Cummeragh valley* you have a fine view of *Derriana Lough*. Approaching Waterville, *Lough Currane* is seen from $\frac{1}{4}$ to $\frac{1}{2}$ *m.* to the left. The village is entered at the *Butler Arms*, see (a).

Nothing calls for mention on the way to **Caragh Lake** (31; *Southern Hotel*, $\frac{1}{4}$ *m.* S., on the lough). This is a charming spot, and the hotel, opened in 1895, is a boon to travellers. Lough Caragh, nearly 4 *m.* long and varying in breadth from $\frac{3}{4}$ at its foot to $\frac{1}{2}$ *m.* towards its mountain-girdled head, is very beautiful. It and the Caragh River below it—very early for salmon—are well known to sportsmen, and the lough contains many trout of good size. The hotel has boats for the use of visitors, and the row up the lough makes a delightful outing if it be extended to Blackstones Bridge, about $1\frac{1}{2}$ up the Upper Caragh River, and the river-side track be then taken, about $1\frac{1}{2}$ more, to Glencar Hotel (*p.* 126).

Circular Drive, or walk, about 16 m., by the E. side of Lough Caragh to Blackstones Bridge and back by Windy Gap and Glenbeigh. If the Glencar Hotel (luncheon) be included, the driving distance will be increased by $2\frac{1}{2}$ to 3 m.; but the car can be sent from the hotel to meet the traveller at Blackstones Bridge, to which from the hotel it is a beautiful riverside walk of about $1\frac{1}{2}$ m. A halt will also be enjoyed at Glenbeigh. The round should certainly be made in the direction we describe it in order to have the view, from Windy Gap downwards, in front.

From the Southern Hotel we follow the road eastward. The Reeks are seen to cut the skyline about S.E. About $\frac{3}{4}$ m. from the hotel our road turns sharp to the right and then becomes wooded, with peeps of the lough. On again reaching the open the ascent begins in earnest, and there is a specially beautiful view from a corner where the road zigzags to the left. Immediately below are the woods of Caragh Lodge, and looking across the lough and Dingle Bay we note on the N.W. horizon the peak of Brandon Hill (p. 142). It is still $\frac{3}{4}$ m. to the top of the hill, where we join another road, go to the right, pass Lough Cummernamuck and ascend again. Between two featureless little tarns, Loughs Owen and Nakirka, a road diverges to the right, but we keep straight on over the hill to a fork of the road. Here, for Glencar, we have to keep to the left-hand branch, which descends to an uninteresting boggy valley and makes direct for the hamlet. The entrance-gate of the hotel is on the right, a short $\frac{1}{4}$ m. beyond Caraghbeg Bridge.

Omitting Glencar, we go to the right at the above-mentioned fork and descend to Blackstones Bridge—lovely view of the wooded glen.

The **Glencar Hotel**, an unconventional hostelry, is situated in a little grove, a trifle above the Upper Caragh River. It is a sportsman's haunt—spring to autumn, salmon and trout; the rest of the year rough shooting. The fishing (free to guests and with inexpensive etceteras) includes Lough Caragh—the road from the hotel to the lough leaves the Windy Gap road about a mile beyond Licken House—the Upper Caragh, and its tributaries.

Whether angler or not, the sojourner here who provides himself with sheets 183, 184 of the inch Ordnance Map (1s. each) will not easily exhaust the many grand rambles that the mountains and their recesses offer. It is a delightful riverside walk of about $1\frac{1}{2}$ m. down the Caragh to **Blackstones Bridge** (the boat-place for Lough Caragh).

From Blackstones Bridge, on the far side of which is Lickeen House, we ascend the road westward. It is beautiful with birch and other wood, and descends to and crosses the Meelagh River, and then one of the channels of the Owbeg. A two-mile climb—fine views—follows to Windy Gap, the conspicuous gap in the mountains, and then the expanse of Dingle Bay with the full length of the Dingle Promontory to its off-lier, the Great Blasket, is revealed. Sweet little Glenbeigh lies at our feet and we descend direct to it, passing the castellated "Winn's Folly." On reaching the main road the **Glenbeigh Hotel** (below) is 3 min. to the right. The road back to the Southern at Lake Caragh, crosses the Caragh River and a mile onward returns to the riverside. As it quits it again we take the road on the right, direct to the hotel.

Glencar to Parknasilla, 22; or **Kenmare**, 24 m. This fine route *via* Ballaghbeama Gap, 7, and Blackwater Bridge, $15\frac{1}{2}$, is given reverse way, p. 137.

The short run by rail to **Glenbeigh** (35; *Glenbeigh Hotel*, good) affords a peep, left, of Lough Caragh and crosses the Caragh River. Glenbeigh is a charming spot. About 5 furlongs W. of the hotel is the glen of the Behy from which it gets its name. This mountain stream yields good sport in autumn and is always pretty hereabouts. It is crossed by a bridge—straight down, where the main road bends to the left. From its far end is a road, which goes to the right through the wood and leads to the shore—excellent bathing from a long stretch of sand. Glenbeigh (or Rossbeigh) has for some years been a practice station of the Royal Artillery, and golf also finds here one of its many habitats.

For wild and stern corries there is nothing in this promontory more severe than the crag-guarded loughs that are the sources of the Bely—*Coomasaharn*, *Coomaglaslaw*, and *Coomnacronia*. The first of these is over a mile long and the great crags are magnificent. A road leads direct to its foot. There is a boat on it which perhaps might be borrowed. The finest scenery is at the far end of the Lough. It is worth while scrambling up from the S.E. corner to the little L. Coomacullen.

For the next 6 miles the views are on the right hand. At **Mountain Stage** (37½), which is named after the stage-house where the long cars changed horses, we have already begun the ascent along the flank of Drung Hill, and what follows is a piece of genuine mountain railway. The line keeps above the road, and now and again we look down into a precipitous gorge. Dingle Bay and Dingle Promontory—Brandon Hill, a slight peak seen above a nearer range—constitute a superb prospect, and the cautious pace of the train enables it to be enjoyed. The gradients up and down reach one in fifty, and the highest point of the line is 420 feet above the sea, to which the drop in places is almost sheer. On the winding descent there is a fine peep into the wooded ravine of the *Gleensk* brook and the Great Blasket is now prominent to the westward. The pretty little Kells Bay, with a sprinkling of trees and a coastguard station, is seen below as the line trends inland to **Kells** (43). It is a somewhat featureless run down a broad valley to **Cahirciveen** (48), approaching which the ruins of Carhan House (birthplace of O'Connell) are seen across the estuary. The conspicuous white building in "Scotch baronial" style is the R.I.C. Barrack. *For coach route see p. 130.*

The line goes on to **Valentia Harbour** (51), the most westerly railway station in Europe, but Dingle (p. 140) is not a mile behind it.

Cahirciveen.

Railway Station, N. of the town, 3 to 5 min. from the hotels.

Hotels: *Leslie's*, good. *Fitzgerald's*. From the station, go to the left, and turn up to the right to *Leslie's*. A little further you reach the main street, and *Fitzgerald's*.

Post Office next door to Fitzgerald's Hotel.

Telegraph Office at Railway Station.

Coach to and from Waterville in connection with trains.

Cahirciveen (pop. 1,700) is an uninteresting town, principally of one street along the main road, but a good halting-place for some interesting excursions. It sprang up after the making of that road early in the nineteenth century. The only building of note is the R.C. *O'Connell Memorial Church*—to the left on reaching the main street from the station—one of the many costly

structures that *poor* Ireland has, in recent years, managed to afford. It is still unfinished; meanwhile some fifty licensed houses compete for Paddy's custom in the same thoroughfare! Carhan House (in ruins), already mentioned as the birthplace (1775) of Daniel O'Connell, the "Liberator," is a mile E. from the town on the left of the main road, just beyond Carhan Bridge. The woods of Hill Grove on the opposite side of the stream are quite an oasis in a bare district.

The landlord of Leslie's arranges for inexpensive excursions in the neighbourhood:—1. Carhan House, Councroun and Coonana on Dingle Bay, Ballycarbery Castle. 2. Derriana Lough (*p.* 125). 3. Boat-trip to Valentia Harbour, Doulus Head, &c. 4. Car to and from Portmagee, 9½ each way. Sail to the Skelligs (*p.* 129) and back. This interesting excursion costs 30s. for four persons, and is only possible in calm weather.

The excursion to Valentia Island (*below*) is sufficient inducement for break of journey at Cahirciveen. If the tourist has an hour or two in hand, he can visit *Ballycarbery Castle* and the *cathair* a short distance from it. The latter is one of the ancient circular forts common on the W. and S. coasts of Ireland. Staigue Fort (*p.* 132) is the finest example. Both castle and fort are in sight from the bridge, and can be reached by boat when the tide is in.

Valentia Island.

Approaches: *rail* to Valentia Harbour, thence ferry (6d.; cycle 3d. extra. It is well to have a clear understanding about these fees before crossing). By *road* to the ferry is 3 m. from Cahirciveen, turning to the right about half-way. The direct way from Cahirciveen to Bray Head (grand cliffs), at the S.W. extremity of the island, is by road to Portmagee ferry, 9½, thence walk 3 m.

Hotel: *Valentia*, at Knight's Town, close to the landing place of the Harbour ferry—sound and reasonable with good excursions.

Valentia Island, about 7 m. long by 2 m. broad, has three principal attractions for the traveller: the lovely views from its N. end, the great cliffs at Bray Head at the S.W. extremity, and the interesting apparatus of the *Anglo-American Telegraph*. The office is a short distance to the left of the hotel, and visitors are admitted before 11 a.m.—most interesting. All instruments work automatically and almost unceasingly. Five cables here converge.

The *first Atlantic cable* was begun to be laid August 5, 1857, but on the 11th it snapped, after 300 miles had been paid out. A *second* attempt failed through a violent storm, 20th June, 1858. The *third* attempt was successful, and on August 5th the first messages passed between the Queen and the President (Buchanan) of the United States. On September 4, this cable failed, and it was not till 1865 that another was undertaken. That failed whilst being laid, and was cut in mid-ocean, but another was successfully laid, July 13-27, 1866, and the one of the previous year raised and completed.

The views above mentioned can be fully seen in a walk or drive of 3 m. out and home from the hotel. The island belongs in great part to the Knight of Kerry, and his pretty seat, *Glanleam*, can be included (a pass for the grounds, *gratis*, at hotel or estate office) without increase of distance for the pedestrian, but on wheels the *détour* adds about $1\frac{1}{2}$ miles, because return has to be made to the point of divergence from the main road.

To Bray Head, 7 m. direct from Knight's Town, is a better drive than walk. The route we now describe includes it, and is about 16 miles in all.

From the hotel we ascend the village, and at the top keep straight on by the right-hand road—left direct to Bray Head. The view over Valentia Harbour and Beginish to Doulus Head soon opens and it steadily improves as we advance.

About $\frac{1}{2}$ m. from the top of the village a road descends on the right to ($\frac{3}{4}$ m.) *Glanleam* (above). The grounds are rich in acclimatised shrubs and trees. The road passes below a cross-crowned knoll and follows the cliff to ($\frac{3}{4}$ m.) the Lighthouse on Fort Point, opposite Beginish and in full view of the bold Doulus Head. The pedestrian can ascend by footpath from *Glanleam* to the road, but the car or cycle must return as it came.

A short distance further is the ruin of the old Church, the burial-place of the FitzGeralds. Onward, the view, at its best perhaps about $\frac{1}{4}$ m. beyond the Church, is one that may fairly claim to be among the loveliest around our shores. When we have passed above *Glanleam*, Brandon (*p.* 142) and the Dingle promontory are opened, and presently the footpath above mentioned comes up. The road then ascends and the conspicuous hill ahead is worth ascending—an easy climb from the Slate Quarries on its E. flank. From the summit (888 ft.) the island and its immediate surroundings are fully seen. The panorama includes: N. the Dingle Mountains—note the Great Blasket off Sleah Head; S.W. the Skelligs, and S. Bolus Head. Returning from the Quarries bear to the right up the main road, and continue by it westward, or perhaps better, at once leave it, left, by a steep road which descends to the direct road to Bray Head (which it joins about $2\frac{1}{2}$ m. from Knight's Town). Proceeding westward it is $2\frac{1}{2}$ m. to Foilhomorrum Bay, where originally was the Atlantic Cable Office. Then a steep and rough road ascends $1\frac{1}{4}$ m. to the Signal Tower on **Bray Head**, 588 ft. above sea-level, but the loftiest of the superb cliffs is about $\frac{1}{2}$ m. N. of this—a hill, 792 ft., whose seaward face is a precipice. The return to Knight's Town direct is 7 m.

The Skelligs (map *p.* 125). The usual starting-places are Cahirciveen (or Portmagee) see *p.* 128, and Valentia; less often Waterville. The *Little Skellig* does not come within an ordinary programme. A landing on the Great Skellig (*scellig*=rock) can be made only when the sea is fairly calm. With a big ground sea on, however fine the weather overhead, no prudent skipper would make the attempt.

The Skelligs are 8 m. W. from the mainland at Bolus Head, and something more than a mile apart. The *Little Skellig*, a stern peak (445 ft.) is well seen in approaching from the N. It is a great breeding-place of birds, including the solan-goose (or gannet), and is uninhabited.

Great Skellig is a yet finer object. Its precipitous mass is cleft near the summit into two peaks: Lower Peak, N.E., 611 *ft.*; Upper Peak (or the Spit), S.W., 714 *ft.* But the human interest of this remote rock is the monastery, a relic of the earliest days of Christianity in Ireland, which is perched upon a notch of the Lower Peak a little below its summit.

The landing-place (as we now see it) in a little nook at the N.E. of the rock, and at the foot of the Lower Peak, was made by the Trinity Board, but the spot was the ancient approach, and the old steps—620 says Dunraven—up the steep gully to the monastery still remain, though destroyed at the lower end.

A road, with parapet, winds upward along the cliff to the two lighthouses, of which only the Lower (fixed, white, visible 18 *m.*) is now used. From the road, about $\frac{1}{4}$ *m.* from the landing-place, the present (originally mediæval) ascent to the monastery begins, and the stairway is ancient except at the foot, and where, here and there, it has been repaired. It winds steeply up to the grassy *col* between the peaks, known as Christ's Saddle (422 *ft.*), whence, by a difficult and somewhat perilous pilgrim's way, the summit of the Upper Peak can be won; but this is seldom done.

For the Monastery the stairway bears up to the right, and, though steep, is perfectly safe, and the enclosure, or *cashel*, is entered by a breach in the wall about 20 yds. S. of the original entrance direct from the Landing-place. A primitive Celtic monastery consisted of one or more Oratories, and a larger or smaller number of beehive cells for the monks, enclosed in a *cashel*. Here these features are well seen. The extreme length of the *cashel* from N. to S. is about 300 *ft.*, and at the widest part about 100 *ft.*, but it is of irregular contour, and on different levels, owing to the nature of the site. The remains of buildings, however, occupy only a space of about 150 *ft.* by 50 *ft.*, and are 545 *ft.* above the sea.

"The remains," we quote from an article in *The Builder* of Sept. 12, 1891, which reports a visit of "The Royal Society of Antiquaries of Ireland," "consists of six beehive cells, two oratories, two wells, five ancient burial grounds, and several rude crosses, all belonging to the early period, and the later Church of St. Michael. . . . The whole of the structures are built of dry rubble masonry, except the church of St. Michael" [in which mortar is employed]. "The cells are rectangular in plan inside, and round or oval outside, except in one case [the northernmost of the row of five cells], where the outside is rectangular at the bottom. The roofs are domed, and formed with horizontal overlapping courses, as in the pagan *clochans*. The only openings are the door, which has inclined jambs and a flat head, and a small rectangular hole to allow the smoke to escape. The oratories are constructed like the cells, but they have a window opposite the door, and are rectangular in plan both inside and out. Over the doorway of one of the cells, and also of one of the oratories, is a cross formed in white quartz pebbles. . . . The door of the largest cell has a double lintel, like the entrance to Staigue Fort [p. 132]. The masonry of the surrounding wall is also very similar in character to that of Staigue Fort. The position of the oratory at the N. end of the enclosure is most perilous, on a spit of rock, so as literally to overhang the sea."

The Danes, who first appeared off the West Coast about 792 or 793, in 823 attacked the Skellig: "Eitgall, of Scelig, was carried away by the strangers, and soon died of hunger and thirst," is the entry that year in the annals of Ulster. At some time undetermined the monks abandoned the rock for the mainland, but there is no history of the Skelligs, and not even experts can definitely date the remains, or distinguish with certainty what of the remains belong to times of mediæval or later pilgrimage.

Cahiriveen to Waterville, 10 *m.* This the first stage of the coach journey is comparatively dull, and the road itself, being for considerable stretches laid on bog, has a surface unbeloved of cyclists and one or two rough hills as well. The roads to Valentia Ferry and Portmagee are given off, right, at $1\frac{1}{2}$ and $2\frac{1}{2}$ miles respectively and at 4 *m.* one to St. Finan's Bay. At 8 *m.* the Inny River is crossed, and at the head of the valley appears the graceful peak of Colly (2,234 *ft.*). At cross-roads $\frac{3}{4}$ *m.* onwards the better

road is that to the right, and Waterville is entered by the Butler Arms Hotel.

Cahiriveen to Waterville, abt. 12 *m.* on foot. This route is identical with the foregoing for the last 5 miles. Leave the town by the Killorglin road and $\frac{1}{4}$ *m.* short of Carhan Bridge (*p.* 128) turn up to the right and follow the cabin-dotted hill-road to the top of an eastern spur of Bentea. Then bear to the right and presently to the left up the N. spur of *Fóilleogh* (1,639 *ft.*)—fine panorama. Descend westward by *Aghatubrid* (1,425 *ft.*) and the ridge running down to the coach road. There is nothing better than a sheep-track, but the way cannot be missed. You strike the coach-road 5 *m.* from Waterville.

Cahiriveen to St. Finan's Bay, 14 $\frac{1}{2}$; **Waterville**, 27 *m.* The fine views of St. Finan's Bay and Ballinskelligs Bay on this détour have to be set against the, for cyclists, unrideable hills on each side of the former. For the first 10 miles, till **Portmagee** is left behind, the road is fair. Then come a long steep ascent and a zigzag descent to St. Finan's Bay, which is skirted. It is again a steep ascent to the *col* in the Bolus Head range, with a sharp, but rideable descent to Ballinskelligs Bay. Thence it is easy running to Emlaghmore Bridge, beyond which turn to the right. The coach road is joined just short of Inny Bridge, whence it is 2 miles into Waterville.

Waterville.

Approaches: rail to Cahiriveen or Kenmare, thence coach—*see* Pink Sheet.

Hotels: *Butler Arms*, at N. end of village; *Southern*, on L. Currane; *Bay View*, on sea-front. Anglers should inquire as to hotel waters, the best not necessarily attached to the best accommodation.

Post and Telegraph Office. English mails *del.* 10.30 *a.m.*; *desp.* 2.30 *p.m.* Sundays, *del.* 11.50 *a.m.*; *desp.* 12.20.

* * * The hotels arrange for excursion drives at 3 to 4 *s.* each passenger for not less than four—*e.g.* to Darrynane, Ballinskelligs, Derriana Lake.

Waterville is a village of little more than a single street along the shore on the N.E. of Ballinskelligs Bay. At the back of it is Lough Currane and the intervening land is about half a mile wide. There are few more pleasant holiday quarters for the angler. The sport is as sure as it ever is, and the hotels are comfortable. Within a day's outing are lake, mountain, and coast scenery of a high order, and rough shooting comes on as tourist-travel falls off.

At the S. end of the village is the short bit of river by which Lough Currane discharges its waters. "Waterville," the residence of the owner of the salmon-weir, is to the right of the bridge.

Lough Currane, in shape an irregular triangle, is about 3 *m.* along its base from E. to W. and about 2 *m.* from this to its N. end. On the W. side the ground is of small altitude, but on the E. and S. the mountains rise from the shore to a height of from 1,500 to 2,200 feet. There are many islets, chiefly in the eastern part. *Church Island* alone calls for mention. It is in the northern part of the lough and of about 3 acres. On its N.E. shore is St. Finan Cam's house—a beehive structure (rectangular within) which is assigned to the 6th cent. On the E. point of the

island are the remains of the saint's church or oratory, with inscriptions in Ogham and Irish characters.

Fishing. Lough Currane and Lough Isknagahiny (or Coppul) are free. The former yields salmon in the spring and plenty of trout to the close of the season in October. Isknagahiny is a late white-trout lough. The bit of river at Waterville, the Cummeragh which comes down from Derriana Lough and enters Currane at its N. end, and the Inny are preserved, but have hitherto been accessible. With the increase of visitors restrictions may become needful, and inquiry should be made beforehand of the hotel keepers.

The roads from Waterville to Glencar, Lake Caragh (hotel or station), and Killorglin are described the reverse way, *pp.* 125-6.

Waterville to Staigue Fort, 10½; and back by Windy Gap and Lough Coomroanig, about 11½—total, 22 m. This walk can be reduced to 16 m. by driving to Glenmore schoolhouse, about 6½ m., by the road along the S. side of Lough Currane. At the schoolhouse turn up the little hilly road to the right, for 100 yds. or so, to two cottages, then strike straight across the fields, aiming for the ridge well to the left of Windy Gap. From the summit you will see the Fort—looking like a small circle—in the valley below, distant perhaps 1½ m. From the schoolhouse to the Fort, allowing for windings, &c., to get over the ridge, the distance is under 4 m. The ascent involved is about 1,200 and the descent 750 feet. **Staigue Fort** (another approach *p.* 133) is the finest example of the ancient *cathair*, or round stone fort. Its date is unknown, and it may be 2,000 years old, yet its state of preservation is excellent. Around it is a fosse that has become filled up. The wall is built of stones without mortar, and the interstices of the larger stones are filled with smaller ones and stone chips. It is about 360 feet in circumference, the wall is about 17 feet high, 13 feet thick at the bottom, and batters externally and internally to 5 feet at the top. The only doorway is on the S.W., and of this, like so many ancient examples, the jambs incline together. The interior of the Fort is 88 feet in diameter. On the N. and W. sides are small chambers in the thickness of the wall; but the most interesting feature is the elaborate arrangement of stairs leading to platforms just below the top of the wall. There are two series of steps, so placed that they form a lattice pattern around the walls.

Besides the route *below* back to Waterville, there is an easier one. Descend the valley and follow down the mountain road to (2 m.) Castle Cove, on the main road. There the coach might be caught for the 12 m. beautiful drive. If from the Fort you aim for Sneem or Parknasilla, you can either strike over the hill on the E. to a mountain-road which descends N.W., and in about 2 m. joins the main road at a point 3½ m. short of Sneem; or, easier, you can descend the valley from the Fort to (¾ m.) this mountain-road, and then follow it to the left for 3 m. to the main road.

In returning we reascend, but keep somewhat to the left of our previous course, and on regaining the ridge go along it westward above a bit of cliff, known as the Eagle's Nest, to **Windy Gap**. There we follow the road (or above it) northward for about ½ m., and then cross the ridge westward to **Lough Coomroanig**. This

is about $\frac{1}{3}$ m. long and in a rugged corrie, the cliffs rising from 500 to 700 feet above the lough, which is itself about 750 feet above sea-level. The echoes are fine. We descend N. to our outward road.

Waterville to Kenmare, 37 m. by coach, in $6\frac{3}{4}$ hrs., including $\frac{3}{4}$ hr. at Parknasilla (cycling to Sneem good). This fine drive becomes interesting almost at once. After crossing the Finglas River—note the round earthworks—about a mile from the Southern Hotel, it ascends the flank of the mountains by a cliff-road that completely commands Ballinskelligs Bay. At one spot on the way up there is a fine echo. The Skelligs are prominent to the left of Bolus Head. At the top of the ascent, on **Coomakesta**, some 700 feet above sea-level, we get a very lovely view. The shapely promontory that bounds it is the one that is so fine an object in the drive from Bantry to Glengarriff, and Hungry Hill (2,251 ft.), its apex, can be made out distinctly. Dursay Island is the seaward continuation of the promontory, and off it are the bulky-shaped rocks, Bull and Cow with a tiny calf. Nearer is Lamb's Head, which we completely command. Below us lies Darrynane, the valley pretty with plantations and such timber as the sou'-westers will allow, and the whole spot very charming. The small but comfortable *Darrynane Hotel* (direction post at the divergence) is charmingly situated—golf, bathing, boating, and capital sea-fishing (boat 2s. 6d. a day).

Darrynane [or Derryname = *Doire (Fh)ionain*, the oak-grove of St. Finan] was the home of Daniel O'Connell (1775-1847), the "Liberator," as it is still of his descendants.

The ruins of Darrynane Abbey are seen on the W. of the bay, on what at high water is an island. The islands out at sea are Scarriff and Deenish. A bit of quietly pretty scenery succeeds, and then on the right, close to the road, we pass a small round stone fort, and stop at *Caherdaniel*, a hamlet, with a humble public-house. In about a mile we descend to the coast again and soon pass a charming little sandy bay—"St. Croaghan's Sand" or "the White Strand." Onward for a mile there is nothing special to note as we pass West Cove and a lane, left, leading to Staigue Fort, p. 132.

At the first fuchsia hedge bear to the right, and continue 2 miles to a fork by a bridge, where turn left. **Staigue Fort** is in sight above in its hill-hollow.

Castle Cove (12) is next reached. Hence, up the valley on the left, we see Staigue Fort. After rounding the next headland we get a very finely outlined view ahead and then bear away inland up a dull hill to a small pass—one of many "Windy Gaps" in these parts. Here the mountain-view becomes striking. Great bulky masses, with abrupt, crater-like corries, each holding in its depths a tarn, are on our left, and one or two graceful peaks break the skyline ahead. The campanile of the R.C. church gives quite a foreign look to the distant view of **Sneem** (*Sheehan's*, a clean inn). The Prot. Church is in a little grove on the left as we enter the village and cross the River Sneem at a spot that may remind the tourist of the Wye at Rhayader. Sneem

has an estuarine harbour, which serves for local supplies, but, the fishing hereabouts being quite out of reach of the public, the place has few claims upon the tourist. Tempted by the mountains, we essayed to explore them, but must confess that they are better to look at than to climb. The two conspicuous summits to the N.E. are *Beoun* (2,468 ft.) and *Mullaghanattin* (2,539 ft.). They are better approached by the road up the Blackwater (p. 137).

A good route (about 20 m.; ordnance sheet 183), involving nothing worse than some stiff climbs and some bits of not difficult bog, is to take a car from Sneem or Parknasilla up the road that ascends the valley of the Sneem. About $2\frac{1}{2}$ m. from Sneem, near a few scattered cottages, the walking must begin. Ahead $1\frac{1}{2}$ m. as the bird flies, is the deep corrie in which, out of sight, lies the crag-girt *Eagles Lake*—a mere tarn with moraine at its foot. On quitting the car make for the corrie up the eastern slope, and as the lake involves a détour over rough ground it is, perhaps, as well to keep direct up the steep eastern flank of the corrie. Butterwort (*Pinguicula vulgaris*) is common on the bogland, and the fine *P. grandiflora* is fairly plentiful. At the top of the climb you are on a nameless summit, 2,085 ft., and have a fine view down the N.E. glen in which are Loughs Reagh and Cloon—reservoirs of the Caragh River. Immediately below you, W., is the glacier-sooped *L. Coomanassig*, and the onward route is across the dip above it and then W. along the ridge for about a mile. A string of tarns is seen in the right-hand valley; to the left the view extends over Sneem and Kenmare River to the opposite coast. Then as you again reach a summit, 2,066 ft., you look down the full length of *Derriana Lough*. Turn S.W. along the broken ridge for something over 3 miles. This part of the walk is toilsome, if you keep to the highest ground. In that way you first pass above the little *L. Coomaranie*, right, and then, if you still keep to the ridge, look down, left, upon *L. Slievenashaska*, and, on the right, down the valley at the head of *L. Cloonaghlin*. In this upper valley is a considerable tarn, and a very small one higher up. Above the latter cross the valley westward—wont to be soft—and then climb to the ridge and keep westward along it. It commands *L. Cloonaghlin* and *Namona*, right, and *L. Nambrackdarrig* and *Isknamateery*, left, and a driving-road leads past the foot of the last-named into the Cummeragh valley, down which you reach Waterville. This road from *Isknamateery* is one of the excursion-drives from Waterville.

From Sneem to Parknasilla is 2 m., and the entrance to the Southern Hotel is on the right about $\frac{1}{2}$ m. beyond a bridge over a stream. The woodland gives promise of the beautiful oasis we are about to explore,

Parknasilla.

Approaches : Coaches in connection with trains at Kenmare and Cahirciveen—see Pink Sheet.

Hotels : *Southern* and *Bishop's House* (inexpensive).

Post arr. abt. 10.30 a.m., desp. abt. 2.30 p.m. Post-town : Kenmare.

Telegraph Office : at Sneem, 2 m.

Distances : Waterville, 22½ ; Cahirciveen, 32½ ; Kenmare, 14½ ; Killarney (direct), 27 ; Glencar Hotel, 22 (*p.* 137).

Parknasilla is neither town nor village, but one of a little group of marine paradises on an inlet of the great sea-lough known as Kenmare River. Formerly it was the retreat of Dr. Graves, bishop of Limerick. He sold the property to the Southern Hotels Co., and in May 1895, his house was opened as an hotel, a block of some twenty bedrooms having been added. This is now *Bishop's House*. A large hotel has since been built a few hundred yards distant on a fine site overlooking the sea. This is the *Southern*.

To describe the beauty of the spot is beyond us. About a mile-and-a-half inland, to the north, is the shapely hill, Knock-anamadane, 895 feet, its lower slopes clothed with the woods of Askive and Hollywood. These slopes, broken as they descend towards the sea into wooded glades and ridges, constitute the exquisite grounds of Parknasilla, and of the adjoining property, Derryquin Castle. But the Parknasilla grounds are not confined to the mainland. Two islands, one *Illauinakilla*, of 7 acres, and another of 2 acres, are reached successively by rustic bridges ; and yet a third (not the property of the hotel, but open to visitors) of 18 acres, *IllauNSTea*. The gardens and walks below the hotel and these islands do not exhaust the ground for rambling. To the W. of the hotel is a large extent of rocky, broken ridges—heather and furze—from which, in our opinion, the views of the archipelago equal, if they do not exceed, in loveliness any to be had from the other parts of the domain.

The bathing for swimmers is quite perfect. When the open sea is too rough there are plenty of sheltered channels with pure deep water. The sea-fishing is excellent, and boating trips—the hotel has stout boats—are among the choice pleasures of Parknasilla. Among the more ambitious of these is the voyage across Kenmare River to *Derreen* (Marq. of Lansdowne), a lovely spot at the head of Kilmakilloge Harbour (*p.* 107) ; of short ones those to Garinish, Rosdohan, and Reenaferara (or Reennafurtra). Of short strolls in the immediate neighbourhood, the grounds of Hollywood and Askive afford them in perfection. But here we must premise that at the time we write the hotel enterprise has

not as yet brought, as it certainly will do, any large number of tourists. All the places just named are private, but the liberality of the resident gentry has thus far allowed their beautiful places to be visited. It is, we fear, inevitable that in the near future admission will have to be limited, and in any case the manager of the hotel should be consulted. The lovely grounds of Derryquin Castle, formerly accessible to any visitor asking permission, have been closed against the public since the property was bought by the present owner.

There is a public road at the back of Hollywood by which the open hillside of *Knockanamadane* can be reached, and the ascent is well worth making. From the hotel entrance-gate go to the right, and in about half-a-mile turn to the left. If you go no further than *Askive*, half-a-mile from the turn, the walk is a charming one.

Garinish—as its name tells us, an island—is less than half-an-hour's row across the bay westward. It is certainly the gem of the neighbourhood; but, as it is let by the Earl of Dunraven to a resident tenant, permission to land upon it is necessary. Failing that, the excursion is still worth making, because the island is a beautiful object from the water. If permission be had, the landing-place is at the head of the bay formed by two peninsulas on the North. The island is 58 acres, the N. and W. of it richly clothed with all manner of growths that love warmth and moisture; the higher, S.E. portion, open ground. Everywhere paths (said to be 7 m. long) wind about in a perplexing labyrinth, now by cool ferny glades, then along the coast and then again through dark thickets of giant rhododendrons. The unaccompanied stranger is certain to lose his way delightfully, but he must not fail to attain the higher open ground we have mentioned. Thence from an elevation of about 100 ft. the landscape and seascape from N. to E. is superb. On the left of the picture are the fine summits of Beoun and Mullaghanattin, with Carrantuohill and the Reeks further off and to the right. On the far shore of the bay, in the direction of Beoun, is Reenaferara, while away to the right is Derryquin Castle. Between these are the islet-broken coast and groves of Parknasilla, with Hollywood and Askive on the slope of the hill, backed by graceful peaks. To the E. is Rossdohan Island, not beautiful, but a fine example of a moraine. In Kerry the work of the glaciers of a remote age cannot be unrecognised by the least attentive observer. In this particular district it is specially manifest. On the road to Kenmare we shall see conspicuous examples of its rock-shaping.

Rossdohan, though it appears so unpicturesque from this side, is on the far side, where sheltered from the S.W. gales, adorned with flourishing plantations about the modern mansion of its proprietor. As on Garinish, the variety and luxuriance of shrubs, ferns, and plants is remarkable.

The visitor interested in the round earthworks so frequent in this part of Ireland will find two examples within 2 *m.* of the hotel towards Kenmare—*Dunkilla Fort* and *Ballynahaglish*. On leaving the hotel, go to the right, and beyond the entrance to Derryquin turn to the right and shortly afterwards to the left, the old road. About a mile onward a small knoll is seen on the left, and on the top of this is *Dunkilla*. Returning to the old road, follow it to the first cross-road, and turn left, crossing the new road. *Ballynahaglish*, which has lost its distinctive features, is then about 500 yards onward. It has long been a graveyard.

Parknasilla to Kenmare, 14½ *m.* by coach. About 2½ *m.* from the hotel the road passes the head of Coongar Harbour and the rocks by the roadside are strikingly glaciated, the finest example being the huge rounded mass on the N. side of Lough Fadda, a little further on. A mile beyond this the road begins to skirt the coast and the views are delightful; but the scenery reaches its climax on this section of the tour when we descend to the richly wooded glen of the Blackwater and cross it at **Blackwater Bridge** (6½)—the combination of rich woods, rushing stream, and deep pool is perfect.

Blackwater Bridge, by Ballaghbeama Gap, to Glencar, 15½ *m.* From Parknasilla to Glencar Hotel is 22; from Kenmare, 24 *m.*

The road, in part new since the original Ordnance Survey, has been put on our maps from a tracing founded on the resurvey now in progress. The exact distance from the Southern Hotel at Parknasilla to the Glencar Hotel is 21 *m.* 7 *fur.* The vaguest ideas, up to 30 *m.*, are current among car-drivers.

This route through the mountains is as fine as anything of its kind in Ireland, and the road, formerly almost perilous, is now good. From the W. side of Blackwater Bridge we take the road up the glen, and in something under 3 *m.* join the main road from Sneem to Killarney. The great corrie, which gives birth to the main stream of the Blackwater, is now finely seen with Beoun (2,468 *ft.*) and Mullaghanattin (2,539 *ft.*) at its head.

Turning to the right over the Blackwater, we ascend the Killarney road for ¾ mile and then turn sharp to the left, and at 4½ *m.* cross the Kealduff stream. The road then ascends along the hillside. Lough Brin, which the old track used to pass, is the small lake at the foot of the pass on the E. side of the glen we are ascending.

We are now at the foot of **Ballaghbeama** ("the Pass of the stroke or blow"), a really fine wild pass, but not "a gorge between mountains rising almost precipitously over 2,000 feet on either side." The summit (8½) of the road through it is 852 feet and the heights on either side respectively 1,532 and 1,505 above sea-level. From it we wind down into the valley of the Upper Caragh, at the head of which is Carrantuohill (3,414 *ft.*), the highest mountain in Ireland. By a sharp turn to the left we join the Waterville and Killorglin road close to (13½) *Beatalaw Bridge* (p. 125) and turn to the right and a mile onward to the left to Glencar. The hotel-entrance is on the left as we descend to the hamlet.

Turning to the right beyond the bridge, the road for a short distance is very beautiful with timber. Then we reach one of the entrances to Dromore Castle, but to drive through the grounds is no longer permitted, and instead we have some two miles of road, with scarcely a glimpse through the trees. When once more in the open, the islet-broken head of Kenmare River, really pretty, is apt to seem tame after the scenes left behind. The last three miles into **Kenmare** (p. 107) are dull.

The Dingle Promontory.

Light Railway. *Tralee to Blennerville, 3 m.; Derrymore, 7½ m.; Castlegregory Junction, 10; (Castlegregory 16); Anascaul, 20; Lispole, 25; Dingle, 32.* Two trains each way on weekdays. Return Fares (no 2nd class): Castlegregory, 3s. 3d., 2s. 2d; Dingle, 6s. 5d., 4s. 4d. The terminus at Tralee (p. 61) is about 300 yards from the other station.

Road over Connor Hill (fine views) from Castlegregory to Dingle, 15½ m. Car for 1 to 4 persons, 9s., plus driver.

N.B.—The cautious traveller will go by rail to Castlegregory, and thence drive, or walk, over Connor Hill (p. 139) to Dingle. He will in this way improve on the route and avoid a none too safe bit of railway.

This peninsula has much to show the tourist. The view from Caherconree is, under favourable conditions, as beautiful as it is comprehensive. The bold and lofty cliffs about Sleah Head and Sybil Head are the finest on the mainland of Kerry, whilst Brandon Hill is second in altitude only to the highest peaks of the Macgillicuddy's Reeks. The antiquarian will be interested in the Oratory at Gallerus, to mention only the best known object. Irish history at the time of the Desmond rebellion connects Smerwick with the great names of Spenser and Raleigh.

The Light Railway was opened for passenger traffic on March 31, 1891. The gauge is 3 feet, and the carriages have the seats arranged lengthwise. The line for a large part of the distance is on the road and unfenced from it. Where, in order to ease the curves and gradients, it quits the road for the open country it is fenced in. The gradients are very steep; 1 in 30 is maintained continuously from Castlegregory Junct. up to the summit-level, about 800 feet in 3¾ miles. The descent from the summit to Anascaul is taken at twice on the same gradient, with an interval less steep. West of Anascaul the line undulates but attains to the maximum gradient in places. It is much to be regretted that the line was not made of full gauge and on safer inclines.

Route. Very soon after quitting Tralee we get, on the right, a pretty view including a good looking hill. After passing *Blennerville* we see across the water Spa, and Fenit Pier (p. 61), which joins Samphire Island to the mainland. To the W. is Little Samphire Island with its lighthouse, and far away you may detect, on the shore of the mainland, the ruin of a castle built to defend Barrow Harbour, the port of Ardfert, p. 147. The islet rising from the sea to the left of Little Samphire, but further off, is Mucklagmore, a Bass Rock in miniature. From *Derrymore, 7½* (trains stop on request; car from Tralee, abt. 5s.), there is a good ascent of the Slieve Mish range.

Up Baurtregaun (2,796 ft.) and over Caherconree down to Castlegregory Junction, abt. 7 m.; 3½ to 4 hrs. The two summits are about a mile apart, and the dip presents no difficulty. Omitting Baurtregaun—the other is the finer view-point—3 hrs. might suffice.

Ascend the Derrymore glen. When, in something over a mile, it forks, attack the spur between the streams, if bound for Baurtregaun. Otherwise, ascend to the right of the spur to the *col*, and then turn up to the right to **Caherconree**, for a glorious view. This extends N. to the Aran Islands and Connemara, N.E. over the great Central Plain, E. to the Galtees, and S.S.W. to Dursey

DINGLE PROMONTORY

English Miles
0 1 2 3 4 5



Island. But the Atlantic on the one side; Dingle Bay as a foreground to the Reeks, and the mountains of the Waterville promontory on the other; the whole stretch of the rugged Dingle promontory on which we stand—these are the great features. Descend W. into the Finglas glen and follow the road down it.

From *Castlegregory Junction* (10; public house in Camp village) the Castlegregory branch diverges.

Castlegregory (*Pub. Houses*, possible) is about half-a-mile from Lough Gill, a considerable lake of fresh water affording fair angling. It is separated from the sea by a strip of beach which broadens out northward into a low-lying peninsula having off its extremity the Magharee Islands ("The Seven Hogs"), on the largest of which, *Illanultannig* (6 m. by boat from Castlegregory) is an early Christian *cashel* enclosing the remains of a church and of hut circles. Brandon Bay, of which the peninsula forms the eastern horn has a beautiful strand quite 6 miles long. For road to Dingle, see *below*.

From Castlegregory Junc. the ascent to the *col* in the Slieve Mish range begins and except just at starting is on a gradient of 1 in 30 all the way up. The shapely hill-crests ahead show to advantage, and then making a sharp zigzag we cross the River Finglas close to Camp Bridge and get as we mount a fine view, on the right, across Brandon Bay. From the top of the ascent Knockbeg, 1,251 ft., shows a bit of its cliff-face and may tempt us to explore the lonely recess in which, out of sight from the line, lies Glan Lough.

As we descend from the *col* we presently get, on the left, a charming peep between the hills and across Dingle Bay to Glenbeigh (*p.* 126) and the mountains behind it. A little later, on the right, is the cliff-bounded gap in which (out of sight) lies Loughanscaul. *Anascaul* (20; *Pub. Ho.*) is a prettily situated village, on the Owenascaul. It is in a broadish valley, which below it narrows as it runs down to Dingle Bay, about a mile distant.

Though the main descent has now been made, we have yet some more stiff gradients, and about $1\frac{1}{2}$ m. W. of Anascaul the line overlooks, left, the road, just where it forms a perfect horse-shoe with an arch over a streamlet in the middle to complete the resemblance.

The view is delightful across Dingle Bay to Kells Bay (*p.* 127), Doulus Head, and Bray Head (the W. extremity of Valentia Island). Minard Castle—a stronghold of the Knights of Kerry wrecked by the Cromwellians in 1650—is seen on the left as we approach *Lispole* (25), where the line crosses the valley by a long bridge. Northward, Croagskearda (2,001 ft.) rises in a very sharp edge. Nearing Dingle we get a full view of its sheltered basin-like harbour, with the Coast Guard Station on its near shore, and the beacons indicating the narrow entrance from the Bay. The house seen at the head of the Harbour is Burnham (Lord Ventry). For **Dingle** see *p.* 140.

Castlegregory (*above*) over **Connor Hill**, to **Dingle**, $15\frac{1}{2}$ m. A very fine drive. At *Stradbally* ($2\frac{1}{2}$) is a poor public-house, the only one on this road. At *Kilcummin* ($4\frac{1}{2}$) we turn inland and get more amongst the hills. On the left are several deep green gullies, and the heights are finely outlined. The sweep of Brandon Bay on the right is very graceful, and Brandon

Hill asserts its supremacy in front. At *Kilmore* ($7\frac{3}{4}$ m.), a bridge and a house or two, the three-mile ascent to the **Connor Pass** begins. The slope is steep but uniform, and the road, though not much used, is admirably engineered along the side of the left-hand hills. Below, on the right, the Owenmore River flows through a swamp, at the head of which are *Clogharee Lough* and *Lough Gal*, besides smaller ones. The finest sight, however, is *Lough Cruttia*, deep set in the folds of the Brandon heights. Beyond it, and still higher, is the smaller *Lough Nalacken*, and the scene brings to mind the "llyn" in the "cwms" of Snowdon. About two-thirds of the way up, where our road winds to the left round a recess and there is a little bridge, it is quite worth while to scramble a few yards up the rocks to the little **Lough Doon** ("Pedlar's Pool"—fine echoes), a round tarn shadowed by an amphitheatre of frowning hills 1,000 feet above it, the hill immediately south of it being *Slieveanea* (2,026 ft. above the sea). Onward we wind up, with the rocks in places overhanging the road, which has been cut out of them, to the *top of the Pass* (1,300 ft.), and a fine view is suddenly disclosed over Dingle Bay, with the town apparently at our feet, though in fact nearly six miles distant. Across the bay is the mountainous Waterville promontory, continued by Valentia Island, while out to sea are the Great and Little Skelligs, the former rising sheer (714 ft.) from the waves like a pinnacled castle; the latter to the left of it.

The new road, ours, crosses the old one on the top of the pass, and makes a long steep descent, which only ends a little short of Dingle.

Dingle.

Hotels : *Benner's* and *Lee's* (Mr. Lee knows the antiquities well); nearly opp. each other in main street. **Post and Telegraph Office** at *Lee's*. **Post Town** : Tralee. **Pop.** 1,761.

Cars (driver extra—*bargain*) : Ventry and back, 4s.; Sleah Head and back, 7s.; Sleah Head round (p. 141), 9s.; to Castlegregory, over Connor Pass, 9s.

The hotel accommodation at Dingle is racy of the soil. The traveller who makes use of it for three nights may have two really fine excursions. The drive round Sleah Head to Ferriter's Cove (for *Sýbil Point*) and back by *Smerwick* and *Kilmalkedar*, is alike interesting for its magnificent cliff scenery, its old-world remains, and its historical associations. The Brandon group of mountains should have at least one day given to it by the active pedestrian.

The picturesque appearance of Dingle from a distance is hardly sustained on an examination of the town itself, which is not only devoid of interest but somewhat slovenly. Its main street has a steep gradient, the rest of the town is only a few feet above sea-level. The tower of the R. C. church and the Workhouse are the most conspicuous buildings.

A Short Stroll—from the Station and back about 3 miles—which will give the passing visitor a good idea of the district. Ascend the main street and just beyond the Workhouse strike off up the hill on the right. This is a spur of Ballysitteragh (2,050 ft.), and by it that mountain, finely scarped on the northern side, can be ascended without difficulty in $1\frac{1}{2}$ hrs. from the Workhouse; but for the present we are only concerned with the spur, which we ascend for about 15 min.—that is, till it begins to dip again. The view from our knoll is very comprehensive. N.N.W. is a bit of Ballydavid Head, but not the actual head, which is a little to the W. and hidden. From N.W. to W.N.W. is the knobbed profile of Sybil Head (the Three Sisters). W., over an intervening ridge, is the sharp cone of Croaghmarhin and W.S.W. the great mass of Mount Eagle, with the end of Great Blasket Island to the left of it. Nearer is Ventry Harbour, and just below us Dingle Harbour, with Burnham (Lord Ventry) at its W. end, and, further E., marking the narrow entrance from the Bay, two daymarks. The seaward prospect is very beautiful. S.W. are the Skelligs, and to the left of them Bray Head, the extremity of Valentia Island. The Waterville promontory presents a fine range of peaks ending eastward in the Reeks, whilst on our side of the Bay the nearer mountains are equally bold. N.N.E. is Brandon Hill, the apex (3,127 ft.) of the Dingle mountains. Only a piece of it is seen, to the left of the bold and lofty mass of Brandon Peak (2,764 ft.). The return to Dingle is by the way we came.

To Sleá Head and Sybil Point, returning by Kilmalkedar, about 30 m. drive, plus 3 m. on foot from Ferriter's Cove to Sybil Point and back. Car p. 140. Including sightseeing, about 9 hrs. will be required. It is important to ascertain the state of the tide, as the sands have to be crossed at Smerwick Harbour. It may be necessary to make the round in the opposite direction to that described.

Route. Quitting Dingle by the road past the workhouse (above) and keeping straight on we look across Dingle Harbour to the peninsula which protects it from the south. At the west end of the harbour stands *Burnham House*, the seat of Lord Ventry,—a plain white mansion. As we proceed, Brandon Hill comes into view on the right, and we reach ($4\frac{1}{2}$ m.) *Ventry Village and Harbour*, beyond which there is nothing of special interest till in another two miles or so the cliff is gained, and we skirt it at a height of from 150 to 300 feet above the sea, with the slopes of *Mount Eagle* (1,695 ft.) on the right. Soon *Great Blasket Island* comes into view in front, a long undulating strip of pasture attaining a height of 937 feet in the cliff which rises from its far western side. It is nearly 4 miles long, but only half-a-mile wide. Beyond it, but unseen, is *Tearaght Island* (602 ft.), on which is a lighthouse. South-west of Great Blasket and in a line with it, are two smaller islands, *Inishnabro* and *Inishvickillane*.

At *Sleá Head* (abt. 500 ft.), a grand, wild headland, the road is cut along the face of the cliff and affords a fine view of Bray

Head, Valentia Island, the Skelligs and the Blaskets. Notice the primitive little settlement on the Great Basket. More than a mile away from us is *Dunmore Head*, a long, low, peninsula, more westerly than Slea Head, which, however, is the general name for this whole promontory. The two form the horns of a pretty bay, at the head of which is the collection of cabins called *Coumeenoolle*, some ancient examples probably.

The road, completed in 1894, follows the cliffs round *Clogher Head* and on to *Ferriter's Cove* (Inn—notice-board and landlord Long a pair). There the car should be detained and the walk be taken up to **Sybil Point** (489 *ft.* sheer), a fine viewpoint: S.W., the Blaskets, Valentia Island and the Skelligs; N.W., Sybil Head, the Three Sisters, Smerwick Harbour, Ballydavid Head, and the mountains culminating in Brandon Hill.

Returning to the car, the drive is continued to **Smerwick Harbour**, and across the sands to the Kilmalkedar road.

Smerwick Harbour witnessed one of the bloodiest scenes in the Munster war. A force of 800 Spaniards and Italians landed here in 1580, and occupied a small fort, of which some traces remain on the W. Shortly afterwards they surrendered at discretion to Lord-Deputy Grey, whose private secretary was the poet Spenser. Six hundred of them were put to the sword.

From the head of Smerwick Harbour by road it is $2\frac{1}{2}$ *m.* to Fohlanagh at the foot of **Ballydavid Head**, the cliffs of which approach 800 feet, but there is nothing sheer of that height.

At **Kilmalkedar** (10 *m.* from Dingle) there are two objects of great interest to the antiquary. The Church (in ruins) is "one of the most remarkable specimens of Irish Romanesque architecture, and probably belongs to the 11th or 12th century." The Oratory (a furlong from the Church) is specially interesting when compared with that at Gallerus (*below*). Both are apparently of the same period, 5th to 7th cent., but whereas the curve of the side walls of the latter resembles an ordinary pointed arch, in the Kilmalkedar Oratory the form is distinctly ogee.

Again rejoining the car we drive a few hundred yards, and then either cross two fields or take "the Saint's Walk" to the **Gallerus Oratory**, the most perfect specimen of its kind. It measures 22 by 18 *ft.* externally, and is 16 *ft.* to the ridge. The drive back to Dingle calls for no remark.

Ascent of Brandon Hill, 3,127 *ft.*, 9 *m.* A car may be taken to Ballybrack, $3\frac{1}{2}$ miles short of the summit.

There is nothing calling for note on the route to Ballybrack, the low inland country hereabouts being dull and monotonous. The shortest way is to go up the main street of the town and turn north beyond the Union Workhouse. In about a mile the main (lower) road, which goes through Milltown, is entered. This keeps straight for 2 miles and, $1\frac{1}{2}$ miles further, where it diverges to the left, the Ballybrack road goes straight on to Ballybrack Bridge ($\frac{1}{3}$ *m.*). Thence, by turning to the right, you will reach *Ballybrack Farm* in $\frac{1}{4}$ mile.

Brandon Hill is the highest point of a lofty range of hills that

stretches northward from Dingle to Brandon Head, and from its commanding position, with the sea on every side except one, is an attractive mountain to climb. The ascent from Ballybrack is not difficult, and a succession of large boulders affords guidance almost to the top—"an ancient stone-paved causeway leading to the oratory on the summit" (*Joyce*). The ground-plan of the oratory can still be traced. If preferred, the main ridge may be ascended almost direct from Dingle and kept to all the way—a delightful ascent with splendid views—in 5 hrs. comfortably. Some years ago the two ascents were the subject of a wager, and the ridge-follower won with something to spare.

The view from Brandon Hill extends over the mouth of the Shannon to Loop Head; across Dingle Bay to the Macgillicuddy's Reeks and the range extending thence to Cahirciveen and eastward beyond Tralee.

In returning by the main ridge we look down upon a chain of loughs lying in a deep hollow. The largest, $\frac{3}{4}$ m. long, is *Lough Cruttia*, just below Brandon Peak (2,764 ft.), nearly 2 m. from Brandon Hill. Here the ridge turns south-west to ($1\frac{1}{4}$ m.) *Gearhane* (2,050 ft.), between which and the next peak, *Ballysitteragh* ($1\frac{3}{4}$ m.; 2,050 ft.), an old road leading to Brandon Bay is crossed. From Ballysitteragh it is about $3\frac{1}{2}$ miles to Dingle, and $1\frac{1}{2}$ m. short of it are some very perfect and ancient beehive huts.

[Northward of Brandon Hill the ridge is continued for nearly 2 miles to *Knocknabreestee* (2,509 ft.), hardly more than half-a-mile from the top of the cliff at **Brandon Head**, which, nearly 2 miles south-west of this, after a break, attains a height of 1,238 feet but is not sheer. Brandon Head is nearly 6 miles from Ballybrack.]

Dingle to Castlemaine Station, 28 m., by road.

Road and rail (p. 139) are identical as far as Anascaul ($10\frac{1}{2}$). Thence the main road from Anascaul ascends to a considerable height and then falls to Inch. It is usual to take the coast route. This threads the narrow defile by which the Owenascaul River descends to the sea, and then for several miles forms a terrace-road from 100 to 200 feet above the bay, affording a beautiful view of the opposite side including the Macgillicuddy's Reeks. At *Inch* (5 m. from Anascaul) Dingle Bay is abruptly terminated by a sand-bank stretching southward for 3 miles, and nowhere 100 feet high. It has a fine firm strand. *Inch* is a pitiful little hamlet, and then for many miles the road continues nearly straight, and utterly void of interest to (25 m.) the considerable hamlet of *Boolteens* (*small pub. ho.*), whence it is a short 3 miles (through Castlemaine) to *Castlemaine Station*. Castlemaine (*pub. ho.*) is an insignificant village on the Maine, which is here crossed by a bridge formerly defended by a castle, whence the name of the place.

The railway to Killarney or Tralee is described p. 61. The last train for the former place has hitherto left Castlemaine about 7.30 p.m.

WATERFORD TO LIMERICK.

Distances : Carrick-on-Suir, 14 *m* ; Clonmel, 28 *m* ; Caher, 39 *m* ; Tipperary 52½ *m* ; Limerick Junction, 55½ *m* ; Limerick, 77 *m*.

Refreshment Rooms : Clonmel, Limerick Junction, Limerick.

As far as Limerick Junction this is a very picturesque route, the Suir Valley being well wooded and set off by its background of mountains. The leisurely traveller may have an exceedingly pleasant week or more by breaking his railway journey at Carrick (for *Lough Coumshingaun*), Clonmel (for *Fethard* and *Ardfinane Castle*), Caher (for *Mitchelstown Caves*, the *Galtees*, and *Cashel*), Tipperary, or Limerick Junction (for *Athassel Priory* and *Cashel*). The towns on the route, except Carrick, all offer something of interest, and the hotel accommodation is very fair at all of them. And there is also an hotel at Limerick Junction.

For *Waterford*, see p. 41. The station is on the north side of the river, a little above the bridge (see *Car-fares*, p. 41).

For a minute or two we follow the bank of the Suir and cross a tidal arm of it. In about 2 miles we part company with the Kilkenny line and turn westward, entering Co. Kilkenny. Beyond *Grange*, 7 *m*., the line again approaches the Suir and we reach *Fiddown* and *Portlaw*, 10 *m*.

Portlaw (3½ *m*.), and *Curraghmore*, the fine seat of the Marquess of Waterford, adjoining it, are on the south side of the Suir, which is here crossed by a long bridge.

Piltown (2 *m*. N.W.) is a picturesque village of 400 inhab., on the Clonmel and Waterford road, adjoining the finely timbered *Bessborough Park* (Earl of Bessborough).

We get pretty views, left, beyond the Suir and cross the River Lingaun into Co. Tipperary. On the left, as we near *Carrick-on-Suir*, is the ruin of *Carrick Castle*, a 14th cent. stronghold with an Elizabethan mansion built on to it by the Butlers. The R. C. Church, with campanile, is modern. The long bridge over the divided channel of the river is seen on the left.

Carrick-on-Suir (14 *m*. Hotel: *Bessborough Arms*, Main Street) is a quiet town of 5,000 inhabs., in a pretty neighbourhood. Two bridges connect it with its suburb, Carrick-beg.

Lough Coumshingaun, 9½ *m*. Car, for two, there and back including driver, 10s. This finely set tarn lies in the heart of the Comeragh mountains, and may be taken in the ascent of their highest point **Knockanaffrin**, 2,478 *ft*. The lough is worth a visit, and the angler may try his luck with the trout, a markedly thick-set variety.

From Carrick you cross the bridge and follow the Dungarvan road for 8 miles. [A mile may be saved if, instead of easing the hill from Carrickbeg by the angle eastward, you take the direct steep one. *N.B.* Do not in this case take the right-hand turn, as that goes to Rathgormuck.] At the distance just given, the road crosses the stream flowing from the lough, and there you diverge, right, and in about $1\frac{1}{2}$ m. by a rough path up the combe reach the foot of **Lough Coumshingaun**, a third of a mile long, flanked by steep slopes and with a precipitous cliff at its head. To walk round it involves some climbing.

On its N. side *Jacob's Ladder*, a dirty scree, something like the Foxes Path of Cader Idris, marks the point where the ascent of the mountain may be begun. After climbing about 800 or 900 feet you reach comparatively level ground, and the view eastward is wide. Then bearing somewhat to the left, round the combe in which the lough lies, a tiresome mile and a quarter of boggy ground interspersed with heather brings you to the summit, and you get the view westward.

For Kilmacthomas on the Waterford and Dungarvan line, see p. 48.

Beyond Carrick the valley of the Suir contracts. On the left are the wooded Reeks backed by the Comeragh Mountains; on the right, the bulky mass of Slievenaman (2,364 ft.) due N. of *Kilsheelan*, 22 m. Gurteen is on the left when past this station, but a piece of a tower is all that is seen of it, and then the line leaves the Suir, and the Knockmealdown Mountains are on the left front as we near **Clonmel**, 28 m. *Rail continued to Limerick, p. 148.*

Clonmel.

Hotels: *Hearn's*, in Parnell Street, about $\frac{1}{4}$ m. from station; *Maquer's*, 26 Pavis Street, clean and cheap.

Post Office, on the S. side, and near E. end of O'Connell Street. English mails *del.* 8 a.m. and 11.40 p.m.; *desp.* 3.15 and 9.45 p.m.

Population: 8,427.

Clonmel is the capital of Co. Tipperary and, though of late years it has fallen off considerably in population, it is still an important centre of local trade and a clean and pleasant town. The chief part is on the north bank of the Suir, but it also includes Moore and Long Islands in the river, and there is a suburb on the south bank.

The place was of importance as early as the 9th or 10th century, and its walls defied Cromwell for a time, though he stormed it in 1650. The West Gate (*below*) and some portions of the walls are still standing.

Lawrence Sterne, author of "*Tristram Shandy*," was born here in 1713, and in 1817 the first of Bianconi's Cars, which revolutionised Irish traffic, or rather created it, was put on the road from Clonmel to Caher.

Two or three hours will suffice to see all that the town itself has to show, but it is a good place to stay the night, and there are pleasant strolls near at hand.

The station is outside the town, on the N., and quite half-a-mile from O'Connell Street and Parnell Street, the principal thoroughfare. Follow the station road and its continuation, *Gladstone Street*. In the latter, right-hand side, is a handsome new R.C. church, a classical basilica of a type becoming common in this country.

Gladstone Street runs into O'Connell Street at right angles, and at the cross-streets thus formed the street to the right (W.) is *Main Street* and leads to the *West Gate*, that to the left (E.) and narrow, in a few yards widens out as *Parnell Street*. The hotel is on the left, a few yards along this. The continuation of Gladstone Street leads (S.) to the river, which is crossed by a bridge both above and below the point where you reach it. The opposite bank is prettily wooded.

To reach **St. Mary's Church** (Protestant) take the narrow *Mary St.*, which leaves O'Connell Street on the right-hand side as you go towards the West Gate. The pleasantly timbered churchyard is bounded by a part of the town walls. The church has an octagonal belfry springing from one of its square towers. The interior is still handsome, but ruthless restoration has robbed it of interest, and the good East window has been filled with gaudy quarries and made an eyesore.

It is a pleasant walk to cross the bridge on the right, from the E. end of Parnell Street, and go alongside the river down stream.

Clonmel to Fethard, 9 m., and Thurles, 25 m. by rail. This line is a link in the direct route (112 m.) between Clonmel and Dublin, and is shorter by 23 m. than that *viâ* Limerick Junction, the 3rd-class fare being 2s. less.

The direct road to Fethard (9 m.) leaves Clonmel past the station, and is never far from the course of the railway. On the way to Fethard there is a good deal of pretty wooded country dotted with demesnes. On the right, and cultivated to the foot of the steep, is the big heathery hill, Slievenaman (2,364 ft.).

Fethard (Pop. 1,598; *Stokes' Hotel*) is a curious old town, with considerable remains of its walls, which were originally built under a charter granted by Edward III. The Protestant Church, 14th century, is the nave of the original building. It has been restored, and has a fine pinnacled tower. A monastery of Austin Friars was founded here about 1306, but never rose to much importance. The chapel has been restored, and is still used by the friars of the Order. The Cavalry Barracks occupy the converted town-house of the Everards. Fethard to Cashel (*p.* 58) is 10 miles by road.

The district traversed is uninteresting from Fethard to Thurles. A ruined tower, right, another, just before *Farranaleen*, 11½ m., and the square tower and other fragments of Mortlestown Castle, right, near *Laffans Bridge* and *Killenaule*, 16 m., are all we have to note short of the bog country which is crossed beyond the last named station. Then more towers, left, and a bit of wood, right, as we near *Horse and Jockey*, 20 m. The Silver Mine Mountains now appear on the left front. Calvagh Castle, is the ivied ruin, near the line on the right. Holy Cross Abbey (*p.* 57) is about 2 m. left. The Suir is crossed just as we join the main-line of the G.S. & W.R. For **Thurles**, see *p.* 57.

Clonmel to Ardfinane, 8 m.; Clogheen, 14½ m.; Ballyporeen, 19 m.; Mitchelstown, 27½ m.

— *Clogheen to Lismore, 14 m.*

— „ *to Mitchelstown Caves, 7½ m.; Mitchelstown, 15 m.*

* * The drawback to these picturesque routes is the lack of anything more than public-house accommodation on the way. Even at Mitchelstown only tolerable quarters are to be had. If the journey is to be broken at Clogheen, then it would be well to consult the courteous Catholic priest there, as to a lodging.

For *mail-car* between Clogheen and Lismore, see *Caher to Lismore, p.* 149; rail between Mitchelstown and Fermoy, *p.* 84.

Route. Leave Clonmel by the West Gate and keep straight on through Abbey, 2 m., and past Mailfield. This is the main-road from Clonmel to Cork. At 4½ m. you turn right, and in a few hundred yards left and, leaving the Suir valley for awhile, have a straight road to **Ardfinane** (8 m.), where by a long bridge you cross the Suir, dominated by the ruins of *Ardfinane Castle*, finely situated on a bold rock. This important stronghold, in form a rectangle with square angle towers, was built about 1184 by Prince, afterwards King, John. It was reduced to ruins by Cromwell, 1649-50.

The road now winds up from the Suir and the Knockmealdown, left, and the noble Galtee Mountains, right, bound the wide and fertile valley lying between them, and watered by the Tar and its affluents, itself a tributary of the Suir. At 14 miles from Clonmel we join the main-road from Caher, 8¼ miles S. of the latter. Then crossing the Shanbally stream, which runs into the Tar half a mile lower down, we reach **Clogheen** (14½ m.), a large village at the foot of the Knockmealdown range, which rises immediately south of it to over 2,000 ft.

Clogheen to Lismore, 14 m., or 12 m. if the old road (see *p.* 148) be taken. This is a fine route for views, but the Knockmealdown Mountains over which it passes are not in themselves interesting.

Leave Clogheen by the bridge over the *Tar*, a good trout stream, and passing the Workhouse, right, keep straight on up the hill. About $\frac{3}{4}$ m. from the bridge is the point where the old (straight on) and the new (left) roads diverge. They are for more than a mile nearly parallel, the one above the other. Then the old road mounts direct along the W. side of the combe, and past the small *Bay Lough*, to the *col*. The new road crosses the combe, and doubles back, to ease the gradient by making a long zigzag eastward, before it ascends the opposite side of the combe. The two roads unite on the *col* which is between *Sugarloaf Hill* (2144 ft.) on the east, and a nameless summit (2069 ft.) on the west. Here we pass from Co. Tipperary into Co. Waterford, and the descent is more gradual. About $1\frac{1}{2}$ m. down, the road to Cappoquin (16 m. from Clogheen) diverges, left, and reaches that place past Mount Melleray (p. 78). We keep straight on down and (5 m. from the *col*) reach the wooded glen of the Glenakeeffe, which we cross close to its confluence with the Owennashad. The road then follows their united stream all the way to Lismore, a charming bit of wood and water. For Lismore (p. 82) cross the bridge over the Blackwater.

Clogheen to Mitchelstown Caves, $7\frac{1}{2}$ m., and Mitchelstown, 15 m. This is a very pleasant way of reaching the caves because for a considerable part of the distance you traverse the beautiful demesne of Shanbally Castle (Visct. Lismore). [There is, we understood, a shorter route than the one here described, which comes out at a Lodge close to the Caves. We missed it.] Leave the village by the western road (the direct one to Mitchelstown), and in a short mile turn to the right. Another short mile and that road turns to the left, after which keep straight on across the park. At the far side (3 m. from starting) turn to the right and you have a delightful $2\frac{1}{2}$ m. to the little village of *Burncourt*. There, turn left through the village and follow the road which leads pretty direct (2 m.) to the cottage of the guide to the Caves. This is about $\frac{3}{4}$ m. beyond Coolagarranroe Bridge, where you cross the *Shanbally* stream. For the **Caves** and the road to Mitchelstown, see p. 85.

The direct road from **Clogheen to Mitchelstown, 13 m.**, continues up the valley of the *Tar* (or *Duag* as it is called above the confluence of the *Shanbally*) through *Ballyporeen* ($4\frac{1}{2}$ m.) and $3\frac{1}{2}$ m. beyond that, crosses the low watershed between it and the *Funshion* basin. Except the fine view of the *Galtees*, all the way, there is nothing calling for mention, and the road is unmistakable. For **Mitchelstown**, see p. 84. Thence to **Fermoy** is given the reverse way, p. 84.

On leaving Clonmel, the rounded Knockmealdown Mountains are on the left, and then through pleasant fertile country we reach **Caher** (39 m.: Hotel: *Glengall Arms*. Post: English mails del. 7 and 1.35 a.m.; desp. 2.5 and 10.5 p.m. Pop., 2,046), a trim little town on the *Suir*, in a very pretty neighbourhood. The things to see are the Castle and the Park. From the station it is about 5 min. walk to the square which forms the centre of the place. At the far side turn to the right to the bridge. The *Castle* (Saturday only), dating from 1142, occupies an island in the *Suir*, and from its broken outline of towers and ramparts and square keep is rather striking. Being used as a military depôt it is kept in such repair that its age is disguised and most of the existing works are far later than its foundation. The lower part of the keep is probably the oldest part.

The *Park* (Lady Margt. Charteris) occupies both banks of the river below the town, and is very charming.

On the river, a little above the railway bridge, are the remains of Caher Priory, founded in the reign of King John for Canons Regular.

To Mitchelstown Caves $10\frac{1}{2}$ m. This is a beautiful drive along the flank of the Galtees, and the Caves (*p.* 85) are well worth seeing. For *Mitchelstown*, see *p.* 84. Car to the Caves or the Mountain Lodge (*p.* 87) for Galtymore, about 8s., or return 11s., including driver.

To Ardfinnac Castle, 9 m. Another pleasant drive, down the Suir valley. For the Castle, see *p.* 147.

To Lismore (*mail car*: 2.45 a.m.; $3\frac{3}{4}$ hrs.; 4s.) 23 m. The road to Clogheen, 9 m., skirts Caher Park for nearly 2 m. passing, right, the Cavalry Barracks. It then turns S.E. and goes through Ballylooby village ($5\frac{3}{4}$ m.) where it turns S. to Clogheen. The Galtees are well seen throughout. *From Clogheen onward*, see *p.* 148.

To Cashel, 11 m. This drive itself is not specially interesting. Half way you go through the village of Newinn. For *Cashel*, see *p.* 58.

Just beyond Caher Station the line crosses the *Suir* and we get a delightful view, left. Then we skirt the foot of the Galtees, left, and cross the *Aherlow* and then the *Ara*, a small stream close to *Bansha*, 48 m., whence the Galtees are very fine—hill behind hill in gentle cones. The country is a rich pastoral vale onward to *Tipperary*, $52\frac{1}{2}$ m., where the large Military Barracks are close to the station.

Tipperary.

Hotel: *Dobbyn's* (not cheap), at E. end of Main Street, about 7 min. walk from the station. 'Bus.

Post: English mails, del. 7 and 10.5 a.m.; desp. 4 and 10.40 p.m.

Population: 6,368.

Distances: by road, Glen of Aherlow, $4\frac{1}{2}$ m; Athassel Priory, $9\frac{1}{2}$ m; Cashel, $12\frac{1}{2}$ m; Limerick Junction Station, $2\frac{1}{2}$ m.

. The Aherlow and Galtymore Excursion (*p.* 150) is worth making. This is perhaps the most convenient ascent of the mountain.

Tipperary consists chiefly of a mile-long main street upon a ridge which is reached direct from the station—large Barracks to the S. of it—in about $\frac{1}{3}$ mile. There is next to nothing in the town itself to tempt the sightseer to break his journey. The gateway of the *Austin Friary*, for Canons Regular, founded in the reign of Henry III., is the only relic of antiquity, and the *Garrison Church* the only modern building much worth seeing. *St. Mary's Church* has a lofty tower and spire, and internally has been made the most of. In the town is a monument to C. J. Kickham (d. 1882), a "patriot" penman.

Glen of Aherlow. From Tipperary it is a beautiful circular tour of 19 miles to Garbally, $9\frac{1}{2}$, by the road over Slievenamuck and up the glen (or vale), returning by the road north of the range. Either of these roads can be taken as part of a picturesque route to Buttevant and Mallow—see *below*.

Cyclists who dislike trundling should avoid the road over Slievenamuck, which approaches 1,000 ft. of altitude and is very steep on the S. side. The view of the N. side of the Galtees and of the glen is, however, worth the toil.

Route. Leave Tipperary as for the station, but keep straight forward over the railway and turn to the right just beyond the Barracks and to the left a furlong onward. The road undulates but is chiefly uphill. *Brookville*, $1\frac{3}{4}$, is a pretty

dell, and beyond the next brow and dip we pass *Ballyglass*, and, keeping to right at a fork, ascend through Garryduff Wood to the summit of the road. The view of the Galtees—Galtymore, 3,915 *ft.*, due S.—with the Aherlow valley as foreground, is superb. On foot the descent into valley can be made direct in a mile, but the road makes a great loop to the eastward before descending through the next wood. On reaching the valley we turn to the right. Half-a-mile onward, a little left of the road and on the bank of the Aherlow, is the rebuilt Clonbeg church. The demesne, right, which is now skirted is *Ballynacourty*, the seat of the Dawson family, which has lent its name to the great rock on the summit of Galtymore, "Dawson's Table." The great Castlereagh Woods, which clothe the S. flank of Slievenamuck above Ballynacourty are beautiful. [A road on the left which crosses the Aherlow at New Bridge is the beginning of the ascent of **Galtymore** (*p.* 87)—a fine climb on this side.] Our road crosses the Aherlow at *Stagdale Bridge*—between Riversdale, left, and Stagdale—where the beeches are fine. It continues up the vale and recrosses the stream at *Galbally Bridge*, a few hundred yards below which on the N. bank are the remains of *Moor Abbey*, with a lofty church tower—a 13th cent. Franciscan monastery. **Galbally** is a poor little place prettily situated in the vale, which is here more open. The road back to Tipperary turns sharply to the right in the village, and at cross-roads at Ballywire House (2 $\frac{3}{4}$) ours is the road straight ahead, which undulates down the Ara valley into Tipperary.

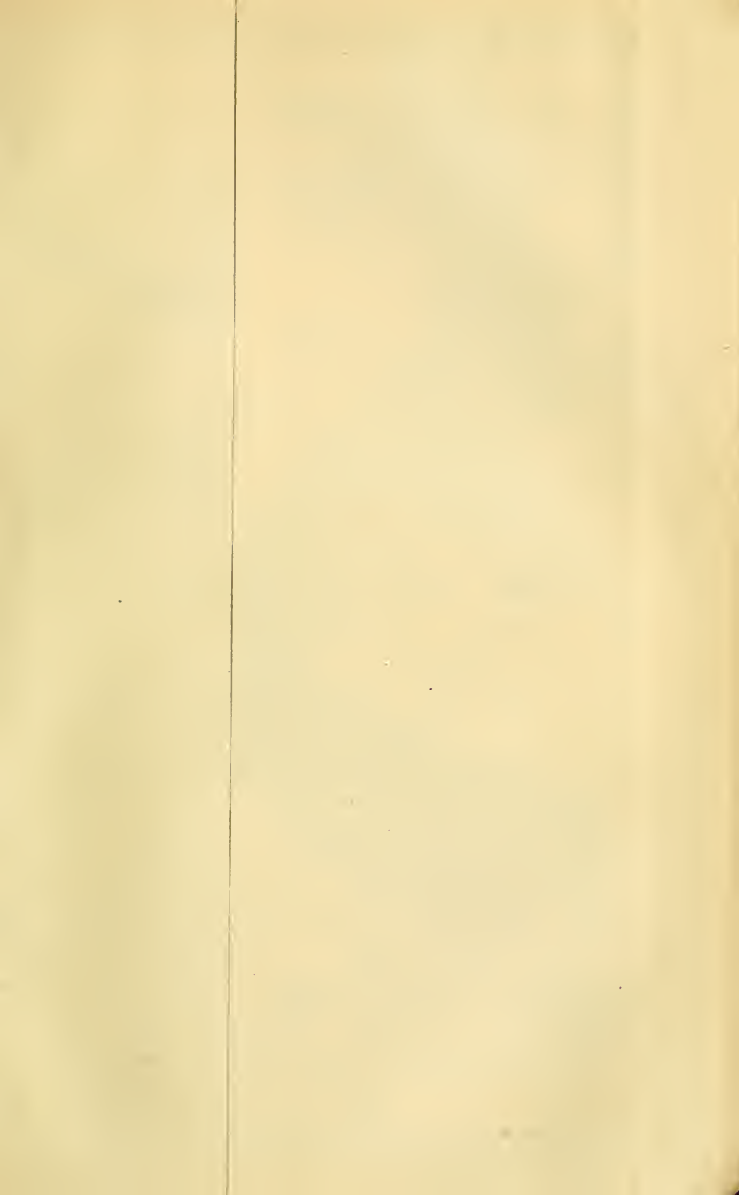
Tipperary to Buttevant, 34; and Mallow, 41 m. To Galbally 9 $\frac{1}{2}$ as above. Thence by *Ballylanders*, 12 $\frac{1}{2}$; *Kilfinnane*, 18 (fine rath just S. of village); *Ardpatrik R.C. Ch.*, 21; junction with Charleville and Buttevant road, 28, where turn to the left—a level road to **Buttevant** (*p.* 59), and an easy one on to **Mallow** (*p.* 88), with one sharp descent 5 m. beyond Buttevant.

Tipperary to Cashel, 12 m.; or, including détour to **Athassel Priory, 14 m.** The Cashel road (good cycling) is the continuation eastward of the main street. From the 5th to the 6th mile it is alongside the Park of Thomastown Castle, the birthplace in 1790 of Father Mathew (*p.* 65), but more famous for the eccentric hospitality of the Mr. Mathew who built it early in 18th century and kept open house, only requiring his guests to treat him as a fellow guest, and to give their orders and disport themselves with the freedom of an hotel. For Athassel Priory you can either turn to the right at cross-roads, 6 m., or at 7 $\frac{3}{4}$ (just short of Goldenbridge). In the former case you turn to the left a mile from the high road and reach the river Suir in 1 $\frac{1}{2}$ m. more. The ruins are then a short $\frac{1}{2}$ m. higher up the river bank, and the main road is rejoined after a détour of 3 $\frac{1}{2}$ m., close to Goldenbridge.

Athassel Priory was founded for Canons Regular at the end of the 12th cent. by William de Burgo, and as the ruins attest was a great house. The most important remains are those of the church, of which the choir, 44 *ft.* by 26 *ft.*, still preserves some of its lancet windows. The Nave with aisles, 117 *ft.* by 58 *ft.*, and the square tower, originally higher, are not specially interesting in detail, the best being a doorway with a pointed arch above it, and the whole enclosed by a triangular-headed arch. A tomb with effigy is said to be that of the founder. To the west of the Church are the considerable remains of more than one building, and others on the S. of the Nave, but in the absence of a plan, which we have not come across, it is difficult to say what they were. The cloisters were on the S. side. As a whole the ruins are not particularly picturesque, though some ivy and a tree or two contribute.

At Golden Bridge the Suir is crossed, and during the last few miles into **Cashel** (*p.* 58) its Rock is a conspicuous object.

From Tipperary to **Limerick Junction, 55 $\frac{1}{2}$ m.** (see *p.* 58) there is nothing which calls for mention and little beyond it on the way to Limerick. Passing *Oola*, 59 m., and *Pallas* (for Pallas Green), 63 $\frac{1}{2}$ m., the Slievefelin range is seen on the right. *Dromkeen*, 66 m., *Boher*, 69 m., and *Killonan*, 73 m. At this, the last of the intermediate stations, the line to Castleconnel, Killaloe and Dublin (*viâ* Nenagh) diverges to the right; those to Ennis, etc., and Cork, direct, right and left, respectively, as we enter **Limerick, 77 m.**



LIMERICK

Scale of 1/4 Mile
800 1600 2400 feet

Divided into 1/4 mile Squares from Post Office
The Small Figures 32 indicate heights above Sea

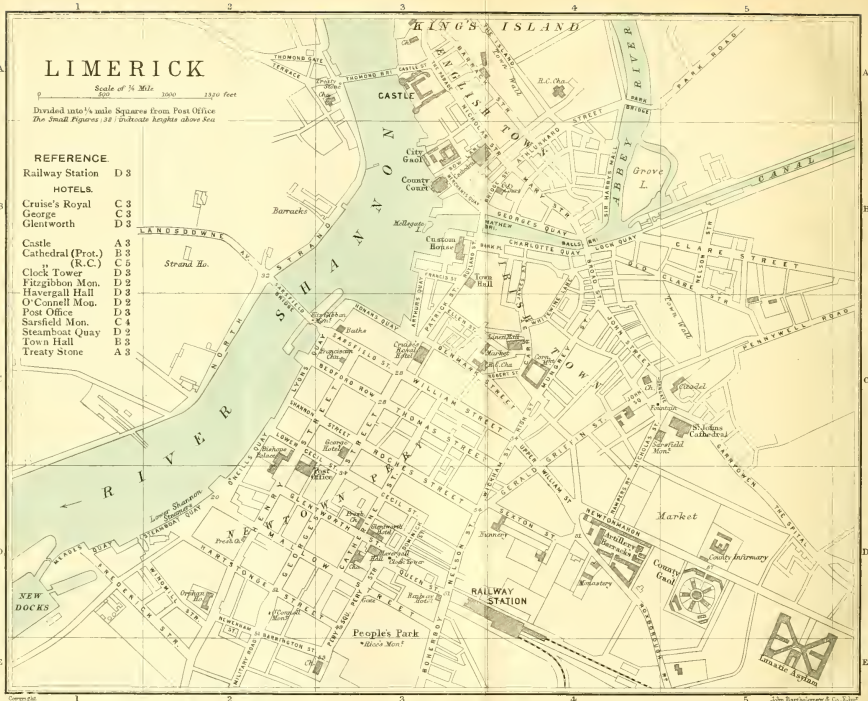
REFERENCE

Railway Station D 3

HOTELS.

Cruise's Royal C 3
George C 3
Glentworth D 3

Castle A 3
Cathedral (Prot.) B 3
" (R.C.) C 5
Clock Tower D 3
Fitzgibbon Mon. D 2
Haverhall Hall D 3
O'Connell Mou. D 2
Post Office D 3
Sarsfield Mon. C 4
Steamboat Quay D 2
Town Hall B 3
Treaty Stone A 3



Limerick.

Railway Station : (plan D 3) all trains arrive at and depart from this station.

Hotels : (see plan) Cruise's *Royal*, in George's Street ; *Glentworth*, family and commercial, in Glentworth Street. Near the station and quietly situated.

George, principal commercial house, in George's Street.

Railway, opposite the Station.

Prosser's, Temperance, George's Street.

The weak point of Limerick is its hotels. Clean quarters at Mrs. McCarthy's, Catherine Street.

Restaurant : *Prosser's*, George's St.

Cars : first hour 1s. 6d., each hour after 1s. Set-down within borough boundary 6d.

Distances (road) : Dublin, 119½ ; Tipperary, 25 ; Abbeyfeale, 38½ ; Killarney, 65 ; Cork, 65 ; Ennis, 22 ; Adare, 11 ; Castleconnell, 8.

Post Office (plan D 3) in Cecil Street. English mails, *del.* 8 and 11.40 a.m.; *desp.* 3.35 and 10 p.m.

Steamers : to Kilrush (for Kilkee), tidal service, *p.* 157. *Shannon steamers*, see Pink Sheet.

Population : 37,155.

Short Excursions by Rail : to Adare (11 *m.* ; *p.* 156) ; Castleconnell (9¾ *m.* ; *p.* 154) ; Killaloe (17¼ *m.* ; *p.* 154).

Limerick, in the contrast it presents of an old city, side by side with a new one, may be compared with Edinburgh. The modern part, *Newtown Pery* (founded in 1769 by Mr. Sexton Pery, who was created Lord Glentworth, a title now merged in that of the Earl of Limerick), with its broad streets and symmetrical plan, answers *longo intervallo*, to the Edinburgh of Prince's Street and Great George Street, while in *English- and Irish-Town* we have no bad representatives of the squalors of the "Coo-gate" and Old Edinburgh, as they survived until the middle of the nineteenth century. Which of the two, English- or Irish-Town, it is that occupies the site of the town founded by the Danes is not quite clear, but the former certainly dates back to the time of King John. It is, however, as the City of the Violated Treaty that Limerick is chiefly interesting, for none of its sights are at all striking, if we except the extraordinary wretchedness of English-Town whose streets look as though many of the houses had been purposely grouted with filth.

The modern town has the recommendation of being well-built and furnished with good shops—as good as in any city in Ireland. Limerick trade is now chiefly in flour and bacon. Some lace is made in the Good Shepherd convent, but the glove trade is extinct.

Siege of Limerick and the Violated Treaty. The following brief outline may suffice to recall Macaulay's narrative. If the traveller buys

Sullivan's *Story of Ireland* (1s.) he will find in chapters 67, 68, 72 and 73 a sufficiently sensational version of the story.

William III. sat down before Limerick early in August 1690 with about 35,000 men. The French allies of the Irish, under Tyrconnel and Lauzun, abandoned it as indefensible. The Irish under Sarsfield—he was not in chief command but the soul of the defence—determined to abide the event. William ordered up heavy guns from Waterford. These arrived within 10 miles of the city when Sarsfield, having crossed the Shannon near Killaloe, surprised and utterly destroyed the train. Another was, however, brought safely into camp, and on August 27 the assault was delivered. The English troops carried the works but were worsted in street fighting (in which the Irish women bore themselves as valiantly as the men), and were eventually driven out of the city. William raised the siege, fearing the effect of the swampy nature of his position on the health of his army.

In 1691 Ginckle, after he had won Athlone and defeated St. Ruth on the bloody field of Aghrim (July 12), prepared to attack Limerick, then the last place of importance in Irish hands, and invested it towards the end of August, while a naval squadron held the river. By September 23 the defence had become hopeless, and Sarsfield agreed to treat. On October 3, the famous Treaty was signed on the **Treaty Stone** (*see p. 153*). By it those of the Irish soldiers who chose to expatriate themselves were permitted to do so, and only about a thousand elected to take service under William. The civil articles of the treaty were framed to protect the Roman Catholics in their religious convictions and in their property. It was the disgraceful non-observance of these promises to the Catholics on the part of the dominant Protestant interest, that gave rise to the deserved reproach expressed by the name, "The City of the Violated Treaty."

"The City of the Violated Teapot" refers to the dispersion of a tea-drinking party of Smith O'Brien's, by the O'Connellite mob, Apr. 29th, 1848.

Walk through the City (about 2 to 3 hrs.). From the Station cross the road and follow Queen Street to the *Clock Tower*, a memorial to Sir Peter Tait, the army clothier and a great employer of labour. Just beyond this are *St. Saviour's Church* and *Havergall Hall*.

Passing Havergall Hall, left, you would enter Glentworth Street, and then keeping straight on past the Glentworth Hotel (plan D 3), right, and across Catherine Street reach George's Street (*below*).

Turning to the left from the Clock Tower, *Pery St.* leads to *Pery Square* (People's Park), with a column and statue to Mr. Spring Rice. Leaving the Square at the W. corner by *Barrington St.*, you reach the Military Road, left, and turn, right, along *Richmond Place*, past the *O'Connell Statue*. The street straight on is **George's Street**, wide and handsome, and the principal thoroughfare in the city.

If you wish to reach the quays on the Shannon, any of the streets, left, lead direct there.

Proceeding along George's Street you presently come to *Lower Cecil Street*, left, and the **Post Office** (plan D 3) is only a few yards from the corner. Just beyond Cecil Street is the *George Hotel* (C 3), and further on in the same direction, but on the opposite side, is the *Club*, and close to it *Cruise's Royal Hotel* (C 3).

By *Sarsfield Street*, left, just short of Cruise's you reach the Shannon at **Sarsfield** (late **Wellesley**) **Bridge**. Here is a *Statue of Lord Fitzgibbon*, who fell at Balacava in the Crimea, October 25, 1854. The **view** up-stream from the bridge is the best obtainable of English-Town. *St. Mary's Cathedral*

(tower), the Castle, and Thomond Bridge are the most important objects. Down stream, the little-frequented quays are another instance of a great opportunity missed, for with enterprise Limerick might be the head-granary of half Ireland.

A good way of reaching English-Town is to cross Sarsfield Bridge and follow the *North Strand*, alongside the Shannon to *Thomond Bridge*, see *below*.

Beyond Cruise's, George's Street is continued by *Patrick Street*, and in it, right, is the *Town Hall*, and to the left a little further on the *Custom House*. Over *New or Mathew Bridge* (B 3), which crosses the Abbey River, the channel of the Shannon that forms King's Island, you enter **English-Town**, and turning to the left and at once to the right reach the gates of the precinct of *St. Mary's Cathedral*.

St. Mary's Cathedral (Ch. of Ireland. Services: choral on Sundays, 11 and 3.30; week-days, 11 and 3) is so hemmed in, that no comprehensive view of its exterior is obtainable. The principal feature is the fine W. tower (120 ft.), with corner turrets having stepped battlements. Part of the W. (Romanesque) door is ancient. The interior, entered by the S. porch (good niche with dog-tooth), is of little beauty. The oldest work is plain Norman. The E. window is Early English, and a window in the S. aisle is remarkable. The church consists of central and side aisles with chapels, and has been restored. On the left of the entrance is the Pery Chapel with monuments of the Limerick family, including one to Lord Glentworth (d. 1844). Of other monuments, the most noticeable are: Bp. Jebb (1775-1833) in N. Transept; and the elaborate Thomond monument in the chancel. In the S. transept are sedilia and an ancient tomb. The **view** from the tower well repays the trouble of the ascent.

The Cathedral was founded in the 12th century, but the fabric has been repeatedly altered and added to.

From the Cathedral go up *Bow Lane* into Nicholas Street and turn left. In a minute or two you reach the **Castle** and turn, left, round it. This was erected in the time of King John, and its exterior wall and towers are impressively massive. Within, there is nothing to see as it has long been occupied as a barrack.

The Shannon is here crossed by **Thomond Bridge**, rebuilt in 1839, and the scene of a terrible massacre when Ginckle was besieging the city. At the far end of the bridge is the famous **Treaty Stone** (p 152).

Returning across the bridge to Nicholas Street, and keeping straight on past the east end of the Cathedral, right, and down *Mary Street* you reach *Balls Bridge* and, crossing it, enter **Irish-Town**. Keep straight on along *Broad Street* and *John Street*, and at the end of the latter, right, is *St. John's Church* (Prot.). A little further on is a *Fountain*, and just beyond that *St. John's Cathedral* (R. C.), with a lofty and graceful spire, 280 ft. Within is a fine Reredos, and an interesting statue by Benzoni. Near by is the bronze *Statue of General Sarsfield* (p. 152). Returning to the Fountain and turning left, you are in *John Square*. Hereabouts are some remains of the City Walls. From the west side of the Square, *Cornwallis Street* leads direct into Nelson Street and, left, along that is the Station.

Excursions from Limerick.

Castleconnel and the Rapids of the Shannon.

Limerick to Castleconnel by rail, $9\frac{3}{4}$ m.; Ret. fares, 2s. 8d., 2s. 1d., 1s. 3d.

The river-scenery at Castleconnel is very charming, but the tourist who visits it with anticipations of seeing a miniature Rapids of the St. Lawrence is doomed to disappointment. For about half-a-mile the ordinarily tranquil course of the Shannon is interrupted by a swifter flow caused by the rocky character of its bed and its comparative shallowness. The stream, however, retains its width and the banks are low.

The first 4 miles of the route are over the Limerick and Waterford main line to *Killonan Junc.*, where we branch off northwards. The prospect to the right is bounded by the hills of North Tipperary, the chief of which is the lumpy Keeper's Hill (2,278 ft.), and another of the range is surmounted by a tower.

Castleconnel (Hotel: *Shannon*, a comfortable anglers' resort; one or two smaller ones. Post. arr. abt. *7 a.m., 4.30 p.m.; dep. abt. 8.30 a.m., *8 p.m.; *Sundays also) is very pleasantly situated on the east bank of the Shannon, to reach which descend from the station, leaving the village on the right and turning to the left in a few hundred yards alongside a wall, behind which, from a green mound, rise the ivy-smothered fragments of the *Castle* of the O'Briens, kings of Munster.

By a stone step-stile beyond this (5 min. from station) a path is entered which leads in a few yards to the river-side, and keeps along or near it all the way to the far end of the Rapids ($1\frac{1}{2}$ m.). On both sides of the river are more or less fine mansions:—*Summer Hill* and *Doonass House* on the far side; on this side, the *Hermitage* (Lord Massy), the last named to the left of the footpath, beyond the crossing of a lane that comes from the main road. We now come to a bend of the stream at which the *Rapids* (called also the "Falls of Doonass") begin. For half-a-mile the water pursues a troubled course, twisting its way through reefs and boulders, but nowhere compressed into a narrow channel except at the lower end close to a mill, where an island intercepts its flow, and beyond which it resumes its peaceful career.

Before quitting the village the visitor should walk through it, past the *Shannon Hotel*, to the point at which the wood ceases on the left. Thence there is a pretty vista up-stream, with an eel-weir in the foreground and the mountains near the foot of *Lough Derg* in the rear. Directly opposite is *Waterpark House*.

Killaloe and Lough Derg.

Limerick to Killaloe by rail, $17\frac{1}{4}$ m.; Ret. fares, 5s. 4d., 4s. 1d., 2s. 3d.

This line is described *above*, as far as Castleconnel, $9\frac{3}{4}$ m. The next station is *Birdhill Junction*, $14\frac{1}{4}$ m.

Birdhill to Nenagh, $12\frac{3}{4}$ m.; **Roscrea**, 32 m.; **Parsonstown**, $43\frac{3}{4}$ m.; and **Ballybrophy Junct.**, $42\frac{1}{2}$ m., by rail. This line offers an alternative route between Dublin and Limerick, and the distance is about 6 miles shorter than *via* Limerick Junction, but the time an hour more. The inducements to take this route are the antiquities at Roscrea, and the opportunity of diverging therefrom to Birr Castle (see below).

The railway from Birdhill (as well as the direct road, 12 m., from Killaloe to Nenagh skirts the foot of the Silvermine range (right), of which Keeper Hill attains 2,278 ft. It was by threading the passes of these mountains that Sarsfield surprised William's siege-train (see p. 152). **Nenagh** (*O'Meara's, O'Brien's*) is an important agricultural town (pop. 4,942), but the only sight is "Nenagh Round," a fine Norman keep. There is commonly a short interval between the trains here, because it is the junction of branches of the W. & L. R. and the G. S. & W. R. The *Devil's Bit Mountains* are seen, on the right, on the way to **Roscrea** (pop. 2,568; Hotels: *Berry's, Quinn's*). Here about the end of the 6th cent. St. Cronan built his great church, where he had one of the most famous schools in Ireland. The Prot. Church represents this foundation, and retains the (11th cent.) doorway with niches of the Augustinian Monastery. N.W. of the church is a Round Tower, about 80 ft. The R. C. Church consists in part of the church of a Franciscan Friary, founded in 1490.

Of military remains there are a round tower of Prince John's Castle, and a square tower of an Ormonde Castle.

A branch-line ($11\frac{3}{4}$ m.) runs from Roscrea to **Parsonstown**, or *Birr* (pop. 4,000; *Dooley's Hotel* in Cumberland Square, abt. $\frac{1}{2}$ m. from Sta.; 'bus'), a well-built town. Between the station and the hotel is Foley's bronze *Statue of the Earl of Rosse* (d. 1867), the astronomer. Opposite the hotel is a column, commemorating Cumberland's victory at Culloden, 1746. *Birr Castle* (abt. $\frac{1}{4}$ m. from the hotel; park open from 3 to 6 p.m.), the seat of the Earl of Rosse, is famous for its *Telescopes*, which are in the park, and can be visited at any reasonable hour. The larger one is 52 ft. long, and has a speculum 6 ft. in diameter; the smaller is 27 ft. with a 3 ft. aperture.

For *Ballybrophy*, the junction with main-line, see p. 56.

Beyond *Bird Hill* we soon run alongside the Shannon, and see, on an island in it, the ancient *Church of St. Molua*, who was the first bishop of Killaloe. *Killaloe Station* is on the E. side of the river, in the hamlet of *Ballina*, which is connected by a long bridge with **Killaloe**. (*Shannon View; Lake View; Royal*). The situation of this episcopal village (pop. 1,000) is eminently beautiful, being at the foot of Lough Derg, which on its western side is dominated by the Slieve Bernagh range. The fishing both for trout and salmon is excellent, and though the latter is preserved the owners are exceedingly liberal. The **Cathedral** (re-opened after restoration, May 1887) is an interesting 12th cent. cruciform church. Notice externally the fine E. window of 3 lights. Inside, at the S.W. of the nave, is a fine Romanesque doorway. The old Font is also preserved. The ancient church of St. Flannan, 2nd bishop, A.D. 639, is in the graveyard to the N. of the cathedral, and has a remarkable steep stone roof. This building, and that of St. Molua's, *above*, are apparently contemporary with the bishops whose names they bear.

Lough Derg (for Shannon Steamers see Pink Sheet) is about 24 m. long from the inflow of the Shannon at Portumna to its outflow at Killaloe. The scenery at the S. end, and of the W. arm (Scariff Bay) is very beautiful, and a boat can be had at Killaloe for 10s. a day, including men.

Holy Island (*Inishealtra*) contains the ruins of *St. Caimin's Church*, which Dr. Petrie considered to represent in plan the original fabric, and to consist of St. Caimin's nave (he died in 653) and Brian Boroimhe's (p. 6) chancel, the latter on the site of an earlier one. There is also a *Round Tower*, but the upper part has fallen.

The village of **Mount Shannon** is charmingly placed on the shore of the lough opposite Holy Island, and about $1\frac{1}{2}$ m. from the head of the bay is **Scarriff**. The road (10 m.) between Scarriff and Killaloe affords beautiful views of Lough Derg.

Limerick to Tralee, 70 m. by G. S. & W. R.

This branch quits the main line soon after starting, and a little beyond *Patrick's Well*, $7\frac{1}{4}$ m., the direct "Cork and Limerick" line diverges on the left. The next station is *Adare*, 11 m.

Adare (*Dunraven Arms*, 10 min. from sta.), a village on the Maigne, owes much in recent years to the Earls of Dunraven, whose beautiful seat, *Adare Manor* (tickets at the estate office at Limerick (George St.), or the inn—gratis), adjoins the village. Before the rebellion of 1537, this district belonged to the Earls of Kildare, and three religious houses and a castle still witness to their wealth and power. The Protestant Church, near the bridge, was the church of an *Augustinian Abbey*, founded in 1306. The Cloisters (restored), and the Refectory (used as a school) still remain. The R.C. Church, near the entrance to the park, belonged to a *Trinitarian Abbey*, founded in the 13th cent. It has been well restored, and adjoining are a fine modern cross and well.

Desmond Castle, in the park and on the bank of the Maigne, is a large and imposing ruin comprising an outer and inner ward with a lofty keep. The view from the latter is worth the trouble of ascending it,

The beautiful ruins of the *Franciscan Abbey*, founded in 1465, are in the park, across the river. Notice especially the E. window of the choir, and the three chapels adjoining the transept; also the cloisters on the N. side of the church.

At *Ballingrane Junction*, 17 m., the **branch of Foynes**, 9 m., diverges. It passes *Askeaton*, $3\frac{1}{2}$ m., where there are a ruined *Castle* of the Desmonds overlooking the *Deel*, and well seen from the far end of the bridge, and the considerable ruins of a *Franciscan Abbey*, founded in 1420. The *Prot. Church* originally belonged to the Knights Templars, and is partly 13th cent. On the left as seen from the train is *Shanid Castle*. **Foynes** (*Foynes*) has afternoon steamer connection with Tarbert and Kilrush.

Rathkeale (19 m.; *Moylan's*), the next station towards Tralee, is an agricultural town on the *Deel*, of 2,000 inhab., but of no interest to the tourist. Passing *Ardagh*, $24\frac{1}{2}$ m., you reach **Newcastle** (27 m.; *Courtenay Arms*), where the ruins of a castle of the Knights Templars are still to be seen, but the town (pop. 2,200) has no other attraction.

The country becomes hilly about *Barnagh*, $33\frac{1}{2}$ m., and there is on the left a fine wide view, not unworthy to compare with that from Malvern. The line runs through an unkempt tract to *Abbeyfeale*, 41 m., at the foot of the Mullaghareirk Mountains, and entering Co. Kerry, continues down the valley of Feale to *Listowel* (51).

Listowel (*Listowel Arms*, very fair, 10 min. from sta. *Bus.*) is a featureless town (pop. 3,566). In the middle of the Square is the Prot. Church; the R.C. Church at the S.W., both with spires, but quite uninteresting. The hotel is at the S.W. corner and a few yards from it, and overlooking the Feale, is the ivied shell of the Castle, the last to yield in the Munster war. For a pretty walk, leave the Square by the S. road, and, just short of the bridge over the Feale, bear to the left and take the path up stream. Opposite are the grounds of the Knight of Kerry. In about 20 min. from the bridge, you will see the ruined tower of a small castle on the opposite bank.

Listowel and Ballybunion. (The station at Listowel adjoins that of the W. & L.R.) This little line of $9\frac{1}{2}$ m. (with an intermediate station at *Liselton* $4\frac{1}{2}$ m.), is unique in the British Isles. The engines and cars (1st and 3rd, to Ballybunion 1s. 4d. and 10d.) run on an elevated central rail, supported on trestles $3\frac{1}{2}$ ft. high, and with a guide wheel on each side. **Ballybunion** (*Castle; Central; Railway*) is a fine-weather spot, with good sands. The cottage-lodgings are very homely. On a projecting cliff near the hotel and Prot. Church is a fragment of the Castle. Below is a fine sandy bay, over which the view extends S. to Kerry Head and the Dingle Promontory. N. is a richly coloured cliff and far away the long undulating promontory ending in Loop Head. Follow the cliffs N. *ad libitum*. In each successive bay you will find fresh delights—caves, arches, etc., all rich in colour from black to gold, make the one you first reach superb.

On the right, just short of *Abbeydorney* (62) is the ruin of a Cistercian Abbey of which the graveyard is still used. Left, about $1\frac{1}{4}$ m. from *Ardfert* ($65\frac{1}{2}$) are the ruins of the *Cathedral* (partly converted into a Protestant Church but no longer used) of which the choir, with a fine E. window of 3 lancets, and a row of 9 narrow trefoil-headed lights on the S. side, is the most noteworthy part. In a niche on the S. side of the E. window is the figure of St. Brendan, to whom the cathedral is dedicated. The see dates from the 6th cent., and is now joined with Aghadoe to Limerick. In the grounds of Ardfert Abbey are the picturesque and extensive ruins of a *Franciscan Abbey*, founded in 1253, but supposed to occupy the site of a monastery established by St. Brendan.

As the line approaches Tralee, you get a view on the right of Tralee Bay and Caherconree, the apex of the Slieve Mish range. For **Tralee**, see p. 61.

Limerick to Kilrush and Kilkee.

The *Lower Shannon Steamship Co's.* boats run between Limerick and Kilrush on weekdays. For times, which depend on the tide, see local bills. Fares : to Kilrush 4s., 2s. 6d.; ret. (available for a week, exclusive of Sunday), 6s., 3s. 6d. The boats call at Glin and Tarbert, and on certain days at Kildysart and Redgap, and there is a tariff of intermediate fares. (Cycles, 1s. Refr'ts on board.)

For Limerick viâ Foynes to Kilkee, see pp. 156 and 158.

This voyage is dependent on sunshine. It is confessedly dull. At about 4 m., *Coreen Castle* is on the right, and the light front of *Tervoe* (Lord Emly), and *Cooperhill* are on the left. Inland the rock perched *Carrigogunnel Castle* is also seen on the left. On the right, are the towers of *Castle Donnell* (near the river), and further off *Cratloekeel Castle* and *Cratloe*

Castle with the wooded hills of Cratloe behind them and on the horizon the Slieve Bernagh group of mountains. At 10 miles from Limerick the inlet into which the River Mague empties is on the left and on the opposite side that of the Bunratty River and *Bunratty Castle*, erected at the end of the 13th cent. by Thomas de Clare, son of the Earl of Gloucester, but now a constabulary dépôt. Inland, left, notice the modern mansion of *Dromore* (Earl of Limerick).

The river now widens out, but the navigation is made intricate by sand banks. Left is *Ringmoylan Pier* and on the same side *Castletown Manor*. Beyond are the picturesque ruins of *Beagh Castle* adjoining the little quay of Beagh, and then in mid-channel the *Beeves Lighthouse*, which marks a dangerous rock. On the far side is the estuary of the Fergus, in which is seen the tower on Canon Island. If the steamer is to call at **Kildysart** (*Commercial*) we head across the broad estuary; otherwise we keep on to **Redgap** pier. Foynes, 24 m. by water, is served by a branch line from Limerick. Off the little harbour is *Foynes Island*, and on the N. side of the Shannon the rocks of *Cahircon* and the white *Cahircon House*, a fine seat.

On the left, beyond Foynes, we note the square mansion of *Mount Trenchard* (Lord Monteagle) and, 6 miles further, on the same side reach *Glin*, adjoining *Glin Castle* (Knight of Glin), and next **Tarbert** (between which pier and Kilrush a Board of Works steamer runs daily, connecting the Tarbert coaches with the trains on the West Clare Railway). Opposite is the grave of Eily O'Connor. Here there is a lighthouse and battery, and the landing-place is about a mile from the little town (Hotel), which is reached by a long footbridge and then past the grounds of Tarbert House. [Tarbert to Glin, 4 m.; to Listowel Station, 12½ m., by road in each case.]

On leaving Tarbert the steamer makes direct across the wide estuary of the Shannon, and the only prominent feature is the Round Tower on *Scattery Island*, whose ruins are also seen in passing.

Scattery Island (boat or canoe from Kilrush about 3s.) is a mile long and half-a-mile wide. There is a small hamlet on its east side and a lighthouse near its south point. Its interest arises from the fact of its having been a sacred spot from the earliest times of Irish Christianity. St. Senan, who is said to have died in 544, made it his retreat, and founded a monastery. Moore's melody of "St. Senanus and the Lady" is based on the legend of the saint's objection to the presence of the gentler sex. The existing ruins, besides the well-preserved *Round Tower* (125 ft.), with its doorway on the ground-level, are sometimes called the "Seven Churches," but it is not easy to make out that number. 1. The *Cathedral*, 68 ft. by 27 wide, of rough masonry, and divided into nave and chancel, with a small chamber off the N. of the chancel; 2. a smaller ruin, with a little graveyard; 3. a small ruin close to No. 1; 4. the remains on the top of the island; 5. St. Senan's oratory; and 6. a small building near the oratory.

Kilrush to Kilkee, 9 m. by rail. Kilrush Pier (*Pub. Ho.*) is 1 m. from the town (*Williams'; Vandeleur Arms*, clean); station 3 min. from the hotels; see p. 165. A train awaits the steamers.

Limerick to Ennis, 24½ m.; **Athenry**, 60½ m., and **Tuam**, 76½ m.

— *Ennis to Ennistymon*, 18½ (whence car to *Lisdoonvarna*); *Milton Malbay*, 27; *Kilkee*, 48; or *Kilrush*, 47 m. by *West Clare* and *South Clare* Railways.

— *Athenry to Galway*, 13 m.

From its connections at Limerick, Ennis, and Athenry, this line is among the most important for tourist traffic, and there are many ruins within reach of wayside stations which may tempt the antiquary to break the journey. North of Ennis the country vividly illustrates the enormous amount of labour expended in turning a barren stony waste into a network of tiny fields of sweet pasture.

On quitting Limerick Station the spire of the R. C. Cathedral is conspicuous, left, and St. Mary's Cathedral and the Castle are seen on the same side as the line sweeps round east of the city. The Shannon is crossed by a long wooden bridge, and we enter Co. Clare. The Slieve Bernagh mountains are on the sky-line, right, and Cratloekeel Castle is seen on the left. Then we cross the *Bunratty River* to *Sixmile Bridge*, 13 m. The next station, *Ballyear and Newmarket*, 16 m., is about a mile east of the village of Newmarket-on-Fergus. *Dromoland Castle* (Lord Inchiquin) is seen, left, before we cross the *Ardsollus River* to *Ardsollus*, 19½ m.

Quin Abbey is 1½ m. from the station by the road to the right. In Quin village the first turn to the right leads to the ruins, but it is worth while keeping straight on to the second turn, whence we get the best general view—the ivied tower of the church rising above the monastic buildings suggests a combination of monastery and castle. The solitary tower to the N. of the Abbey is *Danganbrack Castle*. Returning to the first turn, the keys are at a cottage, left, at the foot of the street. The ruins are approached by a stile (or gate) opposite the *Abbey Tavern*. Quin was founded for Franciscans in 1402, the buildings date from 1433, when *Macon Dall Macnamara* settled Observantines (reformed Franciscans) here. The precincts and the Abbey itself are still used for R. C. burials. On the S. and W. the buildings are hemmed in by a jumble of tombs and vegetation, picturesque as a setting if not in detail. The monastic church consists of nave with S. chapel, central tower, and chancel with a N. chapel (or sacristy?). The projecting piers of the tower make the E. and W. arches very narrow, and the space beneath the tower thus forms a kind of transept. Under the W. arch is an ancient stone inscribed “Donoc.” The chancel retains its altar, and N. of this is a *Macnamara* tomb. The monastic buildings are N. of the church, and comprise cloisters (arcades of twin columns; ornamental buttresses), dormitory, refectory, and a large chamber E. of the cloisters. Below these are vaulted chambers that have long been used for interments. At the N.W. corner of the cloisters is the mortuary of the Butlers (Lord Dunboyne). Several staircases give access to the upper floor. What the projecting building on N. may have been we cannot make out. Close by the Abbey is the Early Gothic ruin of the parish church, and next it the ugly modern one. The R. C. church and schools are on the right as you approach the Abbey.

Clare Castle, 23 m., takes its name from the Castle, left, on an island in the river Fergus, which the line crosses beyond the station. *Clare Abbey*, with a lofty tower, is well seen on the right, a little further on. It was founded for Canons Regular, about 1190, by Donall O'Brien, king of Thomond. On the right ($\frac{1}{2}$ m.) from Ennis Station is the ivied ruin of another church.

Ennis (24 $\frac{1}{2}$ m.; *Ref. Rm.* Hotels: *Old Ground*; *Queen's*) is a quaint but cheerful town of abt. 5,000 inhab. and is situated on the Fergus, which is crossed by four bridges. The objects of interest for the passing visitor are:—the handsome *Court House* (cost £12,000), containing a statue of Sir Michael O'Loughlen, Bart.; a *column* (on the site of the old court-house) to the memory of Daniel O'Connell; the large *R. C. Cathedral*, and the handsome *Prot. Church* attached to the *old church*, which was originally part of the *Franciscan Friary*, founded in the 13th cent. by the O'Brien. Outside the town the "Manchester Martyrs" have a memorial, or rather the members of the committee who erected the monument commemorate themselves on three panels, while the "martyrs" (Allen, O'Brien, Larkin—Nov. 23, 1867) have but one assigned to them. *For the West Clare Railway, see p. 164.*

Ennis to Killone Abbey, 3 m. south. At first the flat road is dull, but the scenery soon becomes pretty, and is particularly so at *Edenvale*. Killone Abbey, a nunnery of Augustines, was founded about 1190 by Donald O'Brien, King of Limerick. The ruins are unimportant but prettily placed on the shore of Lough Killone.

A little beyond Ennis we see, left, the Lunatic Asylum and then, right, Drumcliff Abbey. The country now becomes very stony and is dotted with rushy pools. On an island in one of the largest, Lough Inchicronan, right, are the ruins of O'Brien Abbey, and on the opposite shore a small ruin. Between *Crusheen*, 32 $\frac{1}{2}$ m., and *Tubber*, 36 $\frac{1}{2}$ m., there is nothing to remark, except that in crossing the *River Moyree* we enter Co. Galway. Beyond Tubber we enter on a small tract of bog, see right and left small ruined towers, and on the right also the woods of Loughcutra Castle.

Loughcutra Castle, 3 $\frac{1}{2}$ m. S. from Gort and on the shore of Lough Cutra, is now the seat of Visct. Gough. It formerly belonged to the Vereker family, and was built by Nash for the 2nd Visct. Gort at a cost of £70,000. Its sale under the Encumbered Estates Act was one of the terrible sacrifices consummated by the famine of 1846-7. "The lake covers an area of nearly eight square miles, and is studded with wooded islands. One of these has been for years the home of innumerable herons and cormorants; perhaps the only instance on record of an island in a fresh-water lake being inhabited by the latter birds. The Gort river flows out of the lake and, at a romantic glen known as 'the Punchbowl,' distant about a mile, falls into a deep rocky abyss, totally disappearing underground till it reaches Cannohoun. Here it rushes out of a rocky cavern and thence flows through Gort."—*New Ireland*, by A. M. Sullivan.

The rocky fields—walls high and thick, and cairns piled everywhere—are a curious feature of this part of the country. **Gort** (42 m.; Hotel: *Lally's*) is a neat little town of 1,500 in-

[illegible]

This is a detailed historical map of the Tipperary, Limerick, and Clare regions in Ireland. The map shows a dense network of towns, villages, and hamlets, connected by a complex system of roads and railways. The terrain is color-coded to represent elevation, with a legend on the left side indicating the following ranges in feet:

- ABOVE 3000 FEET (Red)
- 2500 TO 3000 (Orange)
- 2000 TO 2500 (Yellow)
- 1500 TO 2000 (Light Green)
- 1000 TO 1500 (Green)
- 500 TO 1000 (Dark Green)
- 250 TO 500 (Light Blue)
- SEA LEVEL (Blue)

The map also includes a legend for road types:

- Good Roads (Solid line)
- Indifferent Roads (Dashed line)
- Railways (Line with cross-ticks)

Key geographical features include the Mouth of the Shannon to the west, the Loop Head and Kerry Head, and the Carrigrohane Mountains. The map is labeled with numerous place names, including Tipperary, Limerick, and Clare, and shows the surrounding counties of Tipperary, Limerick, and Clare.

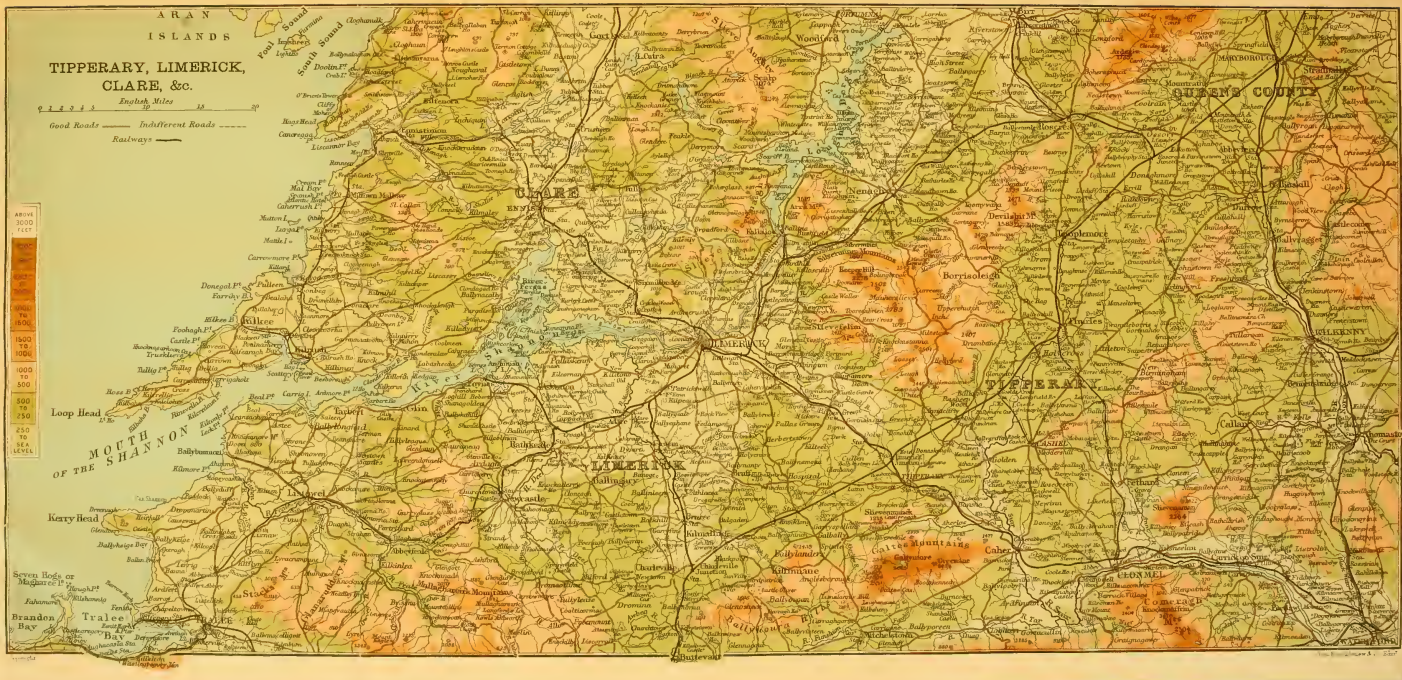
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Key geographical features include the Mouth of the Shannon, the Loop Head, and the Brandon Bay. The map is labeled with the names of the counties: TIPPERARY, LIMERICK, CLARE, and QUEEN'S COUNTY. The map is a reproduction of a historical document, likely from the early 20th century, given the style and the inclusion of railways.

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habitants, and as seen from the line has quite an oasis-like character from its stream and trees.

Kilmacduagh Church and Round Tower are between 3 and 4 miles S.W. of Gort. The former retains the cyclopean doorway (built up) of the 7th century church of St. Colman. The Round Tower leans some feet out of the perpendicular. Kilmacduagh was once a distinct bishopric, but it has for centuries been so only in name, and now is not even represented by a Prot. church, though titularly joined to Killaloe.

Nothing, except a group of ruins, left, calls for remark till we reach *Ardrahan*, 49½ m., the station for Ballyvaghan; *rail cont.* p. 162.

Ardrahan to Ballyvaghan, 17½ m. *Mail-car*, 3s.; *Private Car*, abt. 15s. (including driver's fee) for 2 passengers.

The chief object of interest on this route is Corcomroe Abbey, which, however, is not passed by the mail-car. The road is throughout over so stony a tract of country, that even where the stones have been piled up in every direction to make the smallest of enclosures, the ground is still almost paved with them, or with solid limestone rock. For the first half of the way the country is flat, then we enter the low hill-country of Clare, and lastly skirt the sea. In places the crevices of the walls are almost filled with such ferns as delight in a limestone soil.

Except a square tower or two in ruins, there is nothing to be noticed till we come to (6 m.) **Kinvara** (*Pub. Ho.*) a fair-sized, untidy village, on a small arm of Galway Bay. About 4 m. further we reach the hills, and our road ascends sharply for some distance and then drops again to a lonely shut-in area in which, a field or two to the right of the road, stand the interesting ruins of

Corcomroe Abbey. The remains of this monastery, founded for Cistercians in 1194 by Donald, King of Limerick, are considerable, and are under the care of the Board of Works. They consist of nave and chancel extending together to a length of about 120 feet, side aisles, the stump of a central tower and a gateway some distance away. The chancel, which is the finest part, has three narrow pointed windows at its east end with one above, and a groined roof with herring-bone and other mouldings. On both sides are sedilia, those on the left cinquefoil.

North of the choir is the huge recumbent effigy of Donogh O'Brien, King of Thomond, killed in battle, 1267. The head was maliciously injured in 1893. Hard by, too, is "the tomb of O'Loughlin, King of Burren," and on the north wall the brass of a bishop.

The rest of the building is somewhat plain, and marred by the blocking of the nave as at Holy Cross, for instance, by the westward extension of the ritual choir. The west end has two round-headed deep-splayed windows, very lofty and narrow and, beneath them, a small pointed doorway set in a square-headed frame.

This abbey, called the Abbey of the Fruitful Rock, was made subject to Furness in Lancashire.

High up on the stony hill-side south of the road, but unseen from it, are the remains of two small and primitive churches, which may tempt the antiquary to halt for another half-hour. One of them is remarkable for the huge stones used in its construction.

Walking down a lane we may rejoin our car about half-a-mile beyond where we left it, and a few steps further we come to a neat little public-house (**Bell Harbour**) on the right. Beyond this our road rejoins the mail-car route (2 m. from the village of *Burren*), and approaches another arm of Galway Bay, passing on the right the fragment of *Muckinish Castle*. The rest of the route affords fine views over Galway Bay to the Connemara Mountains, while to the left are thick-strewn limestone slopes. For **Ballyvaghan**, etc., see p. 165.

Beyond Ardrahan station we see a small ruin, right, a large one left, and then another small one, right. From *Craughwell*, 55½ m., where tickets are examined, it is a featureless run to **Athenry** (p. 174), the junction with the main-line of the M.G.W.R. Passengers for that line change trains.

With a view of Athenry, right; we follow the M.G.W.R. eastward for a short distance, and then strike northward over a dull country to *Ballyglunin*, 69½ m.

Abbey Knockmoy, 2½ m. by road to the eastward, is famous for its 14th century frescoes, probably renovated in 17th century, which, however, are almost destroyed. The abbey was founded for Cistercians by Cathol O'Conor, King of Connaught, in 1189 or 1190. The founder's tomb is still pointed out. He died in 1224. The monastery was dissolved in 1542.

Tuam (76½ m.; *Imperial Hotel*, is a poor city of about 3,000 inhabitants. There is a handsome new *Sessions House* in the Market Square. The ancient *Cross* (A.D. 1123) bears a remarkable figure and inscriptions, some ancient, but the chief object of interest is the **Cathedral of St. Mary** (Ch. of Ireland), which is the Parish Church. It has been almost rebuilt in recent years, but retains the old chancel with its magnificent Norman arch, which belonged to the church erected by Abbot O'Hoisin before 1150. To the East of this chancel is the *Synod House* with fine 18th cent. Italian stalls beautifully inlaid. The *R. C. Cathedral* is a costly but unsatisfactory modern building. In front are the statues of Abp. McHale and William Burke, and adjoining it is the *College of St. Jarlath*.

The line is continued northward to **Claremorris** (p. 206), and through Swineford and Charlestown to Collooney on the Sligo line (*Ireland I.*).

County Clare.

General Remarks. All the western counties of Ireland have strong attractions for the tourist, and County Clare, while it lacks the wild and beautiful inland scenery of Donegal, Mayo, Galway, and Kerry, has a coast line of sheer cliffs, unlike those of any other part of Ireland and, of their kind, only equalled in Great Britain by those of the island of Hoy and the mainland of Orkney south and north of Stromness respectively. The similarity between these distant scenes is explained by the fact that in both cases the cliffs are of red sandstone or mill-stone grit, a formation which has the peculiarity of sinking to the sea in absolutely sheer cliffs without any footing of loose scree. The cliffs of Moher, reached in 7 miles from the favourite Spa of Lisdoonvarna, are the most perfect cliffs in Ireland—far inferior in height to Slieve League in Donegal or Croaghau in Achill, but unlike those so-called cliffs, which in reality drop to the sea at an angle of 45 to 50 degrees, absolutely sheer. Further south, from Doonbeg 6 miles or so north of Kilkee to Loop Head, twice as far south of that place, the coast is of the highest interest. There is no finer place for bathing in the British Isles than Kilkee—it is even superior to Portrush; while Lisdoonvarna, whatever may be thought of the surrounding district, is certainly a healthy and very popular spa. The only part of *inland* Clare with much claim upon the seeker after the picturesque is on the borders of Lough Derg, but this is hardly good enough to tempt people from afar.

The **starting places** for an exploration of Clare are Galway, Ennis, and Limerick. From Galway a steamer (*p.* 174) crosses Galway Bay to Ballyvaghan in connection with cars to the hotels at Lisdoonvarna, the whole distance from Galway to Lisdoonvarna being 22 miles. From Limerick a tidal steamer (*p.* 157) descends the Shannon estuary to Kilrush, whence there is connection by railway with Kilkee, about 10 miles distant; or, during the season, tourists may proceed by rail from Limerick to Listowel, thence by car to Tarbert, and cross the Shannon by Board of Works steamer to Kilrush.

A narrow-gauge railway runs from Ennis to Miltown Malbay, Kilrush, and Kilkee. At Ennistimon this passes within 9 miles of Lisdoonvarna. There is also communication by mail-car between Ennis and Kilkee while those who wish to appreciate

to the full the barren and stony limestone desert, of which the northern half of Clare mainly consists, may quit the train at Ardrahan, on the Ennis and Athenry line, and take a car to Ballyvaghan and Lisdoonvarna. So doing they will pass the interesting ruin of Corcomroe Abbey (p. 161). From Ballyvaghan to Lisdoonvarna there is an alternative route, double the direct distance, following the coast round the south shore of Galway Bay and Black Head. This forms part of a favourite circular day-excursion from Lisdoonvarna. The coast scenery along it is interesting but neither grand nor abrupt. Tourists coming from the south will do best to make for Kilkee from Limerick, give two full days to cliff excursions south and north of Kilkee, train to Miltown Malbay and Lehinch (golf and cliffs of Moher), and on to Ennistimon, car to Lisdoonvarna. Then on to Galway by Ballyvaghan. Those who enter Clare from the north will simply reverse the route. Hotels on English lines are scarce, but the *Golf Links* at Lehinch is comfortable.

Ennis to Ennistymon, 18½ (for *Lisdoonvarna*); **Miltown Malbay**, 27; **Kilkee**, 48; or **Kilrush**, 47 m. by the *West Clare and South Clare Railways*. For Ennis, see p. 160.

This well-equipped narrow-gauge line (1st and 3rd) passes through some tangled rocky "bush" short of Corofin. Its merit is that it brings the magnificent cliff scenery of Co. Clare within 9 hrs. of Dublin or Waterford, and 19 hrs. of London. Moreover it opens up a district that affords opportunities for the angler in trouting waters that are either free or accessible by the liberality of proprietors.

As the line turns westward the Co. Clare Lunatic Asylum is the large building on the right. Soon comes the "bush" which we have not explored, and then *Corofin*, 8¾.

Corofin (small inn), nearly a mile from the station, is entered by a bridge over the River Fergus. It is a decayed market-town of less than 500 inhab. situated on the mile-wide peninsula bounded on the north by Lough Inchiquin, and W. and S. by the Fergus, which half-a-mile below the town enters Lough Atedaun. *Lough Inchiquin* is picturesque and holds good trout, but to fish it satisfactorily a boat is required. *Inchiquin Castle* (1½) is a ruin of no special interest, but from it the lough is seen to advantage, the background being the wooded hills on its W. shore. From the top of the street take the right-hand road and in a mile turn to the left. About a mile beyond this turn on the main road is a ruined Church and the stump of a Round Tower.

From the bottom of the street the road on the right, coming from the station, leads to *Ballyportry Castle*, a good example of the fortalices so common in Co. Clare. If about ½ m. from Corofin you turn up to the right you will get a full view of *Lough Atedaun*. This by-road rejoins the mainroad, and Ballyportry is ¾ m. straight on at the cross-roads.

There is a group of antiquities about 2 m. S. from the Station. At the first fork of the road go to the left and then to the right and keep straight on. Lough Ballycullinan is seen on the left, and when the road descends to the Drumminshin stream, you turn left across the bridge. Here are the ruins of *Dysert Church* (with fine Romanesque doorway) and half of a Round Tower. The ruin on the opposite side of the road is O'Dea's Castle.

Leaving Corofin we see, right, the wooded hills on the W. of Lough Inchiquin and then past *Willbrook*, 12, cross featureless country. Glen Castle is close to the line, right, just short of *Ennistymon* (18½), the station for *Lisdoonvarna* (p. 167) distant 9 m.

Ennistymon (pop. 1,200. *Commercial*; *Daly's*) ½ m., left, from the station is a prettily situated town on the Inagh, here crossed by a bridge. Below this the river forms a cascade which is really grand in a flood. The park of Ennistymon House on the right bank below the bridge is picturesque, and can be visited.

The line crosses the Inagh just W. of the station and Liscannor Bay comes in sight as we approach *Lehinch*, 20¾.

Lehinch (*Golf Links* close to Sta. and on the cliff), a breezy little village with sands and golf-links, is within a drive of (7 m.) *Hag's Head*, the S. end of the **Cliffs of Moher**. You take the road N. past the golf-links and the ruin of Dough Castle (1¼) where the estuary of the Inagh and Deelagh is crossed. At 3 m. is Liscannor (*Pub. Ho.*) where the road trends inland. A mile onward keep to the left, and thence straight on for two miles down to the sea again, whence a road on the right leads up to *Hag's Tower* (p. 169) in another mile.

On leaving *Lehinch*, Mutton Island is seen on the right front, and then by an inland course we reach **Miltown Malbay** (pop. 1,200), an unattractive town-village.

About two miles W. is **Spanish Point** (*Atlantic Hotel*, large, well-placed, but barrack-like), a little bathing-place with villas and lodging-houses dotted about. The situation is open and the neighbourhood nearly flat. The sands are good.

The line returns to the coast and in the right rear the Aran Islands (p. 177) break the horizon. From *Quilty*, 31¼, past *Kilmurry*, 32½, and *Craggaknock*, 34½, to *Doonbeg*, 37¾, there is nothing to remark upon. On the right of the last-named station the Doonbeg widens into a small lough. Across a peat-bog the line reaches *Moyasta Junction*, 43¾, where it divides, right to **Kilkee**, 48, p. 170, and left to **Kilrush**, 47 m., p. 159. The latter branch skirts the head of Poulnisherry Bay, which, with the tide out, is a waste.

Galway to Ballyvaghan, 12 m; Lisdoonvarna, 22 m.

Steamer to Ballyvaghan, p. 174; coach in connection to Lisdoonvarna and Ennistymon, see Pink Sheet.

The pier from which the steamer starts is 10 minutes' walk S. from the station. The sail across the bay presents little that is noteworthy, the shore north and south having a more or less gentle slope, while at the head of the bay the land is low and flat. If the afternoon be clear, we may discern the low-lying Aran Isles, forming a natural breakwater to the bay and, as we approach Ballyvaghan, the Connemara mountains far away in the rear.

Ballyvaghan (*McNamara's, Kerin's*) is a fair-sized village in the southernmost recess of Galway Bay. The surrounding country affords one of the most striking examples of the limestone formation in the kingdom. The low hills around are not only

terraced but almost paved with blocks of limestone, and though what vegetation there is, is accounted sweet and nutritious for the sheep, which are its chief consumers, the general aspect is barren to a degree.

For the drive between **Ballyvaghan** and **Ardrahan**, including Corcomroe Abbey, *see p. 161*. Mail-car at 4.30 p.m.; 3s.

Ballyvaghan to Lisdoonvarna by Black Head, 16 m. This route follows the coast more or less closely till we are within three miles of Lisdoonvarna. It affords fine views of the Connemara mountains—especially the Twelve Pins—across Galway Bay, and a broadside one of the three Aran Isles, which, as seen from a distance present no special features. The chief gap in the Connemara range marks the valley in which lies Lough Inagh, the hills to the east of which constitute the Mamturk range. **Black Head** (6 m.), the north-western corner of Co. Clare, is a low-lying promontory with limestone hills sloping up from it. Five miles further we pass a poor public-house on the left, and shortly afterwards come in view of the north end of the Cliffs of Moher, marked by a tower. Then our road turns inland and ascends a long hill, at the top of which, finely situated on a crag, stands *Ballynalackan Castle*, in situation not unlike Blarney Castle. Crossing another road, the first opportunity of going wrong since we left Ballyvaghan, we keep as straight on as may be and soon enter Lisdoonvarna.

Ballyvaghan to Lisdoonvarna, direct 10 m.

Public cars on arrival of Galway steamer, 2s. 6d.

The distinguishing feature of this route is the "Corkscrew Road," 4 m. on the way, by which we ascend from near the sea-level to the high ground, more than 500 feet above it, in a slight depression of which Lisdoonvarna is situated. As we wind up this cleverly constructed road we get, looking back, a fine view across Galway Bay, with Galway town and Lough Corrib beyond it. Eastward rise the limestone uplands of Clare. There is nothing else noteworthy until we enter Lisdoonvarna.

LISDOONVARNA AND CLIFFS OF MOHER

GALWAY BAY

0 1 2 3 4 5 Miles

Black Head



Lisdoonvarna Spa.

Hotels: *Queen's, Imperial, Eagle, Atlantic View:* All within easy distance of the sulphur spring.

Post: *Del.*, abt. 8.30 a.m., and 3.30 p.m.; *desp.* 10 a.m., and 4 p.m. *Sundays:* *Del.*, 8.30 a.m.; *desp.* 4 p.m. *Postal Address:* Co. Clare.

Telegraph Office: open, weekdays, 8 to 8; Sundays, 9 to 10 a.m.

Population: under 200, out of the season.

Distances: Ballyvaghan, 10 m.; Ennistymon, 9 m.; Moher Cliffs (O'Brien's Tower), 7½ m.

Cars meet morning trains at Ennistymon (6d. or 1s.), and the steamer at Ballyvaghan (2s. 6d.).

Lisdoonvarna is the most frequented spa in Ireland and, as the recent opening of the narrow-gauge railway from Ennis to Miltown Milbay has brought it within 9 miles of a railway station (Ennistimon), its popularity is likely to increase. The hotels are large—we have enumerated them in order of size—and fair in accommodation. The usual dinner-hour, 5.0, cuts up the afternoon.

Of the *Springs*, one the Gowlaun, is sulphurous, like in kind but inferior in strength to those of Harrogate, the others chalybeate and of no great account. At the Gowlaun Spa, which stands in a bare little hollow half-way between the Queen's and Imperial hotels on one side, and the Eagle and Atlantic View on the other, there are baths and a doctor's shanty, the consulting fee being 5s.

The situation of Lisdoonvarna (about 500 ft. above sea-level) is bleak, and almost on the dividing line, between the limestone of the north, and the millstone grit of the south of the county. In the shallow defiles where the springs occur there are a few trees, but elsewhere the surface is bare, nor have the inhabitants as yet acquired the tasteful art of floriculture.

Of *antiquities* in the neighbourhood of Lisdoonvarna by far the most interesting is the 6th or 7th cent. **Church of St. Cronan** (*Teampull Chronnain*) about 8 m. E., in the parish of Carran. It is beautifully placed amid a grove of fine ash trees in a dell of the limestone. The church measures about 22 by 13 ft., and has walls 2½ ft. thick. The E. window is very curious, being externally a round-headed light 6 in. wide below and 5 above, and 21 in. long. Internally it is square-headed, and has inclined sides, and is so widely splayed that the opening measures 29 in. at the bottom, and is nearly 5 feet in height. A tree has grown up inside.

At **Kilfenora**, 4½ miles S.E. from Lisdoonvarna, on the road to Corofin, is a remarkable *Cross* about 100 yards west of the old churchyard. It is about 13 ft. high, and bears a crucified figure clothed in a long garment.

Of *excursions*, the most interesting are those to the Cliffs of Moher, and round by Black Head to Ballyvaghan, returning by

the "Corkscrew Road." The former should on no account be omitted, as it introduces the tourist to some of the finest cliffs in the kingdom. Pedestrians proceeding south should quit the road opposite O'Brien's Tower, which is reached by a path; thence walk along the edge of the cliffs to Hag's Tower near their southern extremity, when a road will be found leading by Liscannor (*pub. ho.*) to Lehinch (*p. 165*), where there is a station on the Ennis and Kilkee railway. By this line they can proceed for the night to Miltown Malbay, Ennistimon, or Kilkee.

To Black Head, 11 m. ; Ballyvaghan, 16 m. ; and back by the Corkscrew Road, 29 m. ; Car, 12s. This route is described the reverse way on *p. 166*. After descending to the shore beyond the cross-roads at *Ballynalackan Castle*, there is no chance of losing the way. The only refreshment to be had short of Ballyvaghan is at a poor little road-side house $8\frac{1}{2}$ m. on the way.

To O'Brien's Tower (Cliffs of Moher), $7\frac{1}{2}$ m. Either turn right after crossing the bridge at the Spa, or go south from the centre of the village and take the first turn to the left, which will bring you into the direct road from the spa, after crossing a singular bridge consisting of one arch with a circular opening above it, and called the *Spectacle Bridge*. Hence the road continues over high ground pretty straight for the north end of the cliffs, on reaching which ($6\frac{1}{2}$ m.) at cross-roads we leave our road on the left, and bend up-hill in the same direction. In $\frac{3}{4}$ m. onward, after passing more than one crumbling gateway on the right, we come to the one which forms the entrance to **O'Brien's Tower**, a building close at hand on the edge of the cliff. This castle, or observatory, was raised by Corny O'Brien in 1835. Before reaching it we pass a shelter for carriages erected at the same time, and are taken in tow by the inevitable guide, who expects a small gratuity. From the top of the tower, besides a fine view, north, of the Aran Isles and Connemara there is a full-length one of the

Cliffs of Moher. This range of cliff is 4 miles long, and at its north end 660 feet high, dropping to 440 at Hag's Head near its southern end. Its impressiveness is mainly due to the continuous line of absolutely sheer rock forming a succession of sharp promontories, against which in rough weather the Atlantic waves break with grand effect. Like that of most really sheer cliffs in Britain, the rock is sandstone or millstone grit, in horizontal layers, which, taken piecemeal, crumble in the hand, and yet in the mass are able to repel the full force of the waves. We have already noticed the similarity of these cliffs to those of Western Orkney; it is hard to say which are the finer. One or two small stacks stand a few yards out to sea, and a very singular ridge, rocky precipice all round, with a top surface of grass, is very noteworthy almost just below O'Brien's Castle. It is called

Goat's Island, but is joined to the mainland. There is a story of a goat having existed on it for a considerable time.

Below the castle is a refreshing spring and, hard by, a perfectly flat slab of rock which, furnished with a round table of rock, is the favourite resting-place for visitors.

By returning to the road and continuing down it for about $1\frac{1}{2}$ miles we reach a small and clean Inn, just beyond which are the **O'Brien monument**,—the tomb of the O'Brien family—and **St. Bridget's Well**, much resorted to by the faithful, who leave the customary simple and tawdry tokens of their piety. From the inn the cliffs may be again reached, some distance south of their central point, in 20 or 25 minutes, or the road may be followed onwards to Liscannor (p. 165) and Lehinch.

Hence we may follow the cliff-line all the way to its southern end at Hag's Tower, nearly three miles and quite an hour's walk, over almost level ground with a surface of soft, dry turf, characteristic of this formation of rock. The walk is very delightful, and as we proceed we may see, if the weather be calm, the native fishermen plying their trade at the very foot of the cliffs in frail canoes, which for ease of conveyance are fashioned of the same light materials as the Welsh coracle. There is no one special view, but the strangely artificial shapes, due to the horizontal lamination of the cliffs, are noteworthy all the way. The tabular form is naturally the most frequent.

About **Hag's Tower** the cliff is considerably lower than further north, but going a few paces west of the tower, or ascending the steps by the side of it, we get a splendid view of almost the whole line, the Aran Isles, and, if the weather be clear, the Connemara mountains, far away in the north; while eastward spreads the pleasant expanse of Liscannor Bay, with Lehinch lining its farthest shore, Ennistimon beyond and, across it southward, Spanish Point and Miltown Malbay. The square tower on the north side of the bay and near at hand marks Liscannor.

Below Hag's Tower the cliff is a good deal broken away, and there is a small bay which ends in an abyss. It is worth while to cross a field and look down into the depths of this chasm, which, however, are hardly visible, owing to its narrowness.

From Hag's Tower a good road descends eastward to the sea level and, entering another, turns to the right (do not attempt to cut off the corner), then left again, straight for **Liscannor** (4 m., *pub. ho.*), where is a conspicuous square tower, once held by the O'Connors. Thence, a dull level road, turning square in $1\frac{1}{2}$ miles, and crossing the estuary of the Cullenagh river, close to the ruins of Dough Castle, brings us to (3 m. from Liscannor) **Lehinch**, p. 165.

Kilkee.

Approaches : from Limerick, *p.* 156-7 ; from Ennis, *p.* 164.

Hotels : *Moore's*, a little back from the bay ; *West End*, on Esplanade ; *Marine*. None of them too good.

Kilkee is by nature perhaps the finest *bathing* resort of all the watering-places round the coast of the British Isles, superior even to Portrush. In accommodation for visitors it is still unequal to its opportunities. For the general run of bathers there is a horseshoe bay of firm sand on a gradual slope, but not so gradual as to involve a long wade at any state of the tide, while for divers and swimmers there are on the south side of the bay and close at hand ledges of sandstone rock with ladders attached to their sides, whence a plunge may be made into deep water from almost any height or from no height at all. Those who take their plunge before breakfast have a very little way to go, but later in the day they must proceed somewhat further. The water, rolling in from the Atlantic, is beautifully clear and pure.

The town (*pop.* 1,600) consists of a semicircle of low houses corresponding in its curve with that of the bay, which is to some extent protected by a long reef called the *Duggerna Rocks*. Notwithstanding this protection, on the 8th Dec., 1886, a tremendous tidal wave broke into the bay and swept away a large portion of the strong wall which edges the line of low cliff separating the roadway from the sands. On a reef called *Edmund Rocks* an emigrant ship was wrecked in Nov. 1850, and among the victims were persons who had only left Kilkee to embark at Queenstown a few days before.

A little way from the shore and reached by a path just north of Moore's Hotel, is *St. Synan's Holy Well*, covered in and supplied by a spring of delightfully cold water.

The only building in Kilkee requiring mention is the Convent, which also stands some way back from the shore.

Next to its bathing facilities the great attraction of Kilkee is the grand line of cliffs. These on both sides, though inferior both in height and impressiveness to the Cliffs of Moher are of a high order of beauty and even more varied in the picturesque combinations which they present. The tourist should devote a day to them in each direction, but if he has only one day to spare he



English Miles



should take the southward excursion to Loop Head. There are very remarkable sea-caves towards Bishop's Island and even finer ones on the other side. They can be visited in a "coragh."

The most interesting stroll from Kilkee is along the coast, southward, in which direction a very fine view may be obtained in about 20 minutes from a green swelling height (217 *ft.*) beyond which, entering the coast-road, we may continue to Doonlicha Castle, 4 *m.*—as fine a cliff walk as could be wished for.

Starting from the far end of the town and keeping to the shore we have a fine view over the sea and along the cliff-line northwards. Below us are the *Duggerna Rocks*. A nook further on was some years ago the scene of a sad accident, wherein a young lady sitting in apparent safety some distance above the sea was suddenly swept away by an exceptionally large roller. A little way further a cross, rudely cut, close to the cliff, marks the spot where another lady committed suicide by leaping over the cliff. Then, near the first point, we come to the *Puffing Hole*, so-called from the action of the waves, which in rough weather dash in underneath and then spring up through it—a similar scene to that called McSwyne's Gun at Horn Head in Donegal. Hence a gentle ascent takes us to the eminence already named (217 *ft.*) and we have a fine all-round view. Rocky islets lie almost close beneath us, and about $\frac{3}{4}$ *m.* away, with a surface of almost level greensward, is the rock-bound **Bishop's Island**. Upon it are the ruins of a building or two, one of which, we are told by Mr. Wakeman, is a beehive oratory ascribed to St. Synan, whose well we have already noticed at Kilkee. The same authority gives as the Celtic name of the island "*Oilean-an-Espoig-gortaigh*" ("the island of the hungry bishop") and the frowning cliffs that wall the island all round make it easy to believe that in bad weather any inhabitant—bishop or not—might get very hungry indeed before relief reached him. At present sheep are hauled up on to it to pasture in the summer.

Continuing our walk, we enter the road, which either skirts or keeps very near to the cliffs for some miles. Pedestrians should keep actually to the edge, and on reaching the far side of the next promontory they will be rewarded by a very fine bit of scenery, the chief feature of which is the **Green Rock**, a graceful isolated stack of the same character as the "Old Man" of Hoy and the so-called "Castles" on the west coast of Orkney. This one leans slightly seawards. The view generally is striking from here, the sea rushing into deep voes or bays and caverns, and promontory overlapping promontory as far as Loop Head. Hard by, the cliff has in places succumbed to the forces of the ocean, as is testified by accumulations of boulder and scree at the foot.

The extreme point, on which we now stand, is called *Foohagh Point*, and is 185 feet above the sea. *Castle Point* (131 *ft.*), on which stand the fragments of *Doonlicha Castle*, is nearly 2 miles further, and the road keeps near the cliff all the way.

In returning, the visitor may notice, a few yards on the right of the road, just opposite Fooahagh Point, a rough little heap of stones with a cross upon it. This is *Tober-cueed Holy Well*, visited by those afflicted with sore eyes. It is merely a dirty little puddle around which on the stones are deposited the votive offerings of the healed—a miscellaneous assortment of odds and ends, from headless images to fragments of porter bottles; the favourite offering is pins.

Turning to the right a mile further, opposite the eminence from which we obtained our first view, we come in a short distance to the *Fooahagh Iron Spa*—a covered-in spring with drinkable and not very strongly impregnated water.

To Loop Head, 16 m. As far as Castle Point (4 m.) this route is described in the above stroll. Then, after noticing the cliff-bound islet of *Illannonecaraun*, we turn inland and do not again touch the coast till towards the end of the journey. At 6 miles, a little beyond the turn inland, the ruin of *Knocknagarhoon Castle*, occupying the highest point (410 ft.) between Doonbeg and Loop Head, may be seen a mile to the right of the road, which in another mile joins the older highway from Kilkee. About $1\frac{1}{2}$ m. further the road from Carrigaholt ($1\frac{1}{2}$ m. dist.) comes in, and at $9\frac{1}{2}$ m. we arrive at the village of *Cross* (pub. ho.). Then, after touching the shore of the Shannon Mouth at Kilbaha Bay, the road reaches ($14\frac{1}{2}$ m.) *Kilbaha*, the last village, $2\frac{1}{2}$ m. short of Loop Head.

Loop Head Lighthouse (white, flashing, visible 23 miles) is 500 yards short of the end of the promontory, which seaward presents fine cliffs. The view from the lighthouse is very fine, and extends N. to Slyne Head, with the Connemara Mountains to the right of it and the Aran Islands midway. Southward the prospect includes Kerry Head and the whole of the Dingle promontory culminating westward in the fine summit of Brandon Hill, while to the left on the far horizon are the Reeks including Carrantuohill.

Off the Head, separated from it by a narrow channel called the Lover's Leap, is an insulated bit of cliff, known as *Dermot and Grania's Rock*. The pedestrian is recommended to follow the cliffs for 3 or 4 miles northward from the Head, in order to see the magnificent natural bridges formed by the destruction of the lower part of the shaley cliff. The two finest measure respectively 70 and 45 feet in span, the former being 30 feet wide and the latter about 9 feet. The inner bridge exhibits clearly the contortions of the strata. A little further up the coast is another Puffing Hole (see p. 171) and then a mile or so inland across the fields we reach the road and rejoin our car.

DUBLIN TO GALWAY.

(By Midland Great Western Railway.)

Distances : Mullingar, 50; Athlone, 78; Athenry, 113½; Galway, 126½; Oughterard, 143½; Recess, 163; Clifden, 175½.

There is through-carriage service between Broadstone (Dublin) and Kingston Pier in connection with Night Mail, steamer each way. Also between Broadstone and Westland Row in connection with the Night Express steamer each way.

For **Tourist Tickets** for Connemara Tour, &c., with rail and hotel combined, see M.G.W.R. Tourist Programme.

Ref. Rooms : Dublin, Mullingar, Athlone, Galway. Breakfast at Dublin, 7 to 9 a.m., 2s.

As far as *Athlone* see p. 200. Nothing calls for remark on the way to **Ballinasloe** (91½ m.; Hotel: *Imperial*, passable, 1½ m. from station), a market-town of 4,500 inhab. on the River Suck, which divides Co. Roscommon from Co. Galway. It is not a place to attract the tourist except on the occasion of the *Great Fair* (1st Tuesday in Oct. and 4 following days). Then it presents one of the sights of Ireland, and the sales commonly reach 60,000 sheep and 6,000 horned cattle, besides a large number of horses. Adjoining the town on the west is *Garbally Park* (Earl of Clancarty), which is open to the public.

Ballinasloe to Aghrim, 5 m., and **Kilconnell Abbey**, 9 m. The Abbey is 4 m. from Woodlawn Station. Leave the town by the Loughrea road, which skirts Garbally Park, right, and passes a Doric monument to "Hon. Ven. Carolo le Poer, D.D." **Aghrim** is famous as the scene (July 12, 1691) of the crushing defeat of the Irish under Saint Ruth (who was killed) by Ginckle. The Irish position was on the E. slope of Kilcommedan Hill, the ridge to the S. of the village. William's army lay at Ballinasloe the night before.

At Aghrim we leave the Loughrea road and take a direct one on the right to **Kilconnell** (note the village Cross), close to which is the Abbey. It was founded for Franciscan Friars, in 1400, by William O'Kelly, and became Observantine in 1460. The ruins of the Decorated church, which is cruciform and has a central tower, and the small cloisters are well preserved.

About 6 m. beyond Ballinasloe the ruins of Kilconnell Abbey are on the left of the line. *Woodlawn*, 101½ m., takes its name from the adjoining seat of Lord Ashtown, whose family mausoleum, "French's Monument," is on the right, above the station. *Attymon*, 107 m., is the junction for *Loughrea*, 116½ m.

Loughrea (Hotel: *Railway*) is a nicely situated town of 2,500 inhab., on the N. shore of the small Lough Rea, beyond which rises the Slieve Aughty range. There are some remains of a Carmelite monastery and of a castle, both founded by Richard de Burgh, Earl of Ulster, about 1300. On Monument Hill is a cromlech.

Over a featureless district of no interest, the line runs to **Athenry** (113½ m.; pron. *Athen-rye*; *Railway Hotel* tolerable, opposite station), where the Waterford and Limerick line (p. 162) intersects the M.G.W.R. It is a squalid town of 900 inhabitants, and only interesting to the antiquarian.

It was a post of importance at the time of the Norman conquest of Ireland, and the *Gateway*, by which it is entered from the station, is part of the defences which, together with the *Castle*, left, dates from that time. Of the latter the oblong keep with gable ends is the chief feature. The church of the *Dominican Friary*, founded in 1241 by Meyler de Bermingham, is now represented by the ruins of its nave and transept—the central tower fell long ago. Note the Clanrickarde, and the Bermingham tombs; the central floor-slab of a local blacksmith; and some very beautiful arcading in the S. transept of the “Early English” type. In the centre of the town a slender tower and spire still mark the ancient church of the *Franciscan Friary*. A modern church (protestant) occupies its chancel. An old cross on steps, near the gate of latter church, showing traces of a crucifixion, is the only other object we need mention.

In a bare country about 4 m. beyond Athenry, close to the line on the left, is Derrydonnell Castle. *Oranmore*, 121 m., is ½ m. from the village, left, where there is another fortalice, *Oran Castle*, at the head of an inlet of Galway Bay. This last soon comes in sight, and in fine weather, the view, extending to the Aran Islands, is delightful. *Lough Atalia*, another inlet, is crossed just short of *Galway Station*, 126½ m.

Galway.

Railway Station (*Ref.-Rms.*): On S.E. side of Eyre Square.

Hotels: *Railway*, a large house, at the station.

Mack's (late *Black's*), smaller, S.W. side of Eyre Square, 3 min. from station. 'Bus *gratis*, between hotel and trains, steamers, &c. (Bed, breakfast, and attendance, 6s.)

Post Office: in Eglinton Street. English mails *del.* 8 a.m., and 12.30 p.m.; *desp.* 2.40 and 11.25 p.m.

Telegraph Office: Open, weekdays, 8 a.m. to 9 p.m.; Sundays, 8 to 10 a.m., 5 to 6 p.m.

Tramcars: to Salthill (fare 2d.) at frequent intervals, from E. side of Eyre Square.

Steamers to Ballyvaghan; tidal service, Mon., Wed., Fri.—July to Sept. Apply to Secretary, Galway Bay Steamboat Co., New Dock, Galway; to Aran Islands, p. 177.

Distances: by *road*, Ballyvaghan, 30 m.; *rail* to Clifden, 49 m.

Galway (pop. in 1901, 16,245) is 126½ miles, by rail, west of Dublin. It is built on both sides and near the mouth of the River Corrib, which flows from the lough of that name. Eyre Square



G A L W A Y B A Y

GALWAY

Scale of 1/4 Mile

(in which are the railway station, hotels, &c., *see p. 174*), and the greater part of the town are on the east side of the river. The fishing suburb is known as the Claddagh.

On arrival by rail you get, perhaps, a too favourable impression of the prosperity and importance of the place, because the rather picturesque Eyre Square is the only comely part on the east of the river. In fact Galway now-a-days is far from flourishing, and industrial enterprise seems nearly banished.

History. In the middle of the 13th century the Anglo-Norman invaders under Walter de Burgh (Burke), Earl of Ulster, conquered the district, and what had previously been little more than a fortified post of the turbulent natives, soon rose to be a prosperous colony, with an important foreign trade, chiefly with Spain. Among the settlers, the principal families bore the names of Blake, Bodkin, D'Arcy, Ffrench, Lynch, Martin, &c., and their descendants in the 17th century were dubbed by the Puritan party, always fond of biblical appellations, the "tribes" of Galway, on account of their clannishness; hence the name still sometimes heard, "the City of the Tribes." During the 15th century the Lynch family was prominent in Galway itself, and besides the sternly just mayor (*see p. 176*) of that name, one is said to have built the original West Bridge.

During the troubles between Charles I. and the Parliament, a Catholic rising, with which the king played fast and loose, involved Galway, and when Cromwell crushed the insurrection, hundreds fled and joined the armies of Spain, Poland, &c. The place thenceforward declined in prosperity. In 1691 it sided with the Jacobite party, but capitulated to Ginckle, after the bloody defeat at Aghrim had made the Irish cause hopeless.

The most noteworthy event in the recent history of the town was the attempt to make it a port for the American traffic. Some years ago now, Mr. Orrell Lever, then M.P. for Galway, started a line of Atlantic steamers, but the wreck of one steamer and the burning of another quickly followed, and the enterprise went into liquidation. It was then that the Railway Hotel was built.

It is a melancholy task to wander along the streets of old Galway. Poor shops and mean tenements occupy what once were the homes of the rich merchants. Good doorways and windows, or perhaps a coat-of-arms, relics of former opulence, only emphasize the wretchedness of to-day.

Within the enclosure in *Eyre Square* is a statue of Lord Dunkellin, formerly M.P. for County Galway. The tower seen at the N. angle of the Square is that of the old St. Patrick's Church (Jesuit). The new church is at Salthill. **St. Nicholas Church**, often called the *Cathedral*, is reached from Eyre Square by William's Gate Street. It is a large cruciform building dating from the 14th cent. Externally, the most noteworthy features are the W. doorway, and the dripstones of the aisle windows; the S. porch, vaulted, with parvise over; the S. aisle windows and gargoyles, and the curious-looking steeple. The interior, 152 ft. long, and 126 ft. wide at the transepts, is comparatively uninteresting. There are some memorials of the Lynch family in the S. transept, where is Mayor Lynch's grave. In the N. aisle is an ancient Confessional, the only other example in the United Kingdom being at Tanfield, in Yorkshire. It should be added however, that neither instance is beyond controversy, and this one is not *in situ*.

Let into the graveyard wall, a bit of the old prison, facing Lombard Street, on the N. side of the church, is the **Lynch Stone** bearing a skull and cross-bones; and above it is a tablet bearing the following inscription:—

This ancient memorial of the stern and unbending justice of the chief magistrate of this city, James Lynch Fitzstephen, elected mayor A.D. 1493, who condemned and executed his own guilty son, Walter, on this spot, has been restored to its ancient site A.D. 1854, &c.

The son's crime was the murder of a young Spaniard. Its motive is variously related. Some allege that young Lynch's sweetheart too much favoured the foreigner, others that Lynch junior wished to hide a fraudulent transaction of his own. When the time of execution arrived the convict's mother raised the town to save her son, but in vain. The father, finding the usual place of execution unattainable, hanged him from a projecting window of the prison. Strange to say, the father's high repute saved him from being himself "lynched" in the Yankee sense.

In *Francis Street* is a thick, square *bastion*, which formed part of the walls of the town, also the **Franciscan Abbey**, where three interesting memorials may be seen: 1. On the E. of the entrance porch, a monument in two rows, consisting of a crucifixion with apostles and saints; 2. On the S. side of the same porch (inserted in the wall), "Sir Piter Frenich" and "Mary Brown." On the right St. Nicholas, on the left St. Patrick, and a child beside each saint, one being baptised, the other blessed(?). 3. Inside the abbey, set in the wall, a De Burgo tomb-slab, bearing shield, sword, and date, 1645, with an inscription round the border. The Town and County Courthouses face one another at the far end of the street.

Lynch's Castle (or *Mansion*), at the corner of Shop Street and Abbeygate Street, is the most interesting old house in Galway. It retains original enriched windows, and is ornamented with coats of arms, &c. When the house was once burnt, a pet monkey saved the life of a child, and their figures commemorate the event.

The Claddagh and **Salt Hill**, the former the fisherman's, the latter the marine suburb of Galway, are on the W. side of the river, and the Salthill tramcars (*p.* 174) can be used. On the way you cross the Corrib by *West Bridge* and see, left, the Wooden Bridge and, right, the Upper Bridge, where the salmon waiting for a freshet are a wonderful sight. The river is not navigable, but a canal connects Lough Corrib with the harbour. **The Claddagh**, (a little left from tram-line) from time immemorial the home of the men engaged in the saltwater fisheries of Galway Bay, is a curious net-work of little streets of whitewashed and thatched cottages. The inhabitants used to live under an elective "king," but the dynasty is extinct and the peculiarity of the race, commonly said to be of Spanish blood, but in names and appearance more like English, now chiefly consists in

an inveterate conservatism, which will not allow improvements in the mode of fishing. The trade, moreover, does not seem to be vigorously pursued, and a good catch is held to warrant a spell on shore.

Salthill, (*Eglinton Hotel*, a large pub. ho.) is Galway-on-sea. It has some good houses, but has passed the zenith of wealth and fashion. The bathing is fair and for swimmers good.

Queen's College (founded in 1849), also on the W. side of the river, is a handsome Gothic building about a quadrangle, and on application to the porter you can see the library, museum, &c. The total number of students has in recent years been about 100. The session extends from October to June.

Galway to Spiddle, 11; and Costello, 23 m. by road. This is a beautiful drive along the N. shore of Galway Bay, but it is off the ordinary tourist beat, and will scarcely be taken by those who are not among the happy few who have access to the rivers and loughs that make Spiddle and Costello among the very best angling quarters in Ireland.

The Aran Islands.

Steamer on Tues., Thurs., and Sat. The Tuesday boat usually goes to Kilkerrin and calls at Kilronan (Inishmore) both ways, giving about 4 hrs. on the island, a quite insufficient time, of course, for seeing the famous antiquities. For time table apply to Secretary, Galway Bay Steamboat Co., Galway. **Fares:** to *Aran*, 3s., 2s.; ret., 4s. 6d., 3s. 6d.; "tourist" ret. same day, single fare. To *Kilkerrin*, 5s., 2s. 6d.; ret., 7s. 6d., 3s. 9d.

Accommodation. At Kilronan the *Atlantic Hotel* may (with the help of some extras from Galway) suffice the traveller who is interested in the antiquities which invite him to the Islands. Those on Aranmore might occupy a week at least, even with liberal use of a car and local assistance, very necessary in an island intricate with walls everywhere. The other islands, weather permitting, might be visited in one day each. We only notice the principal objects.

Post and Telegraph at Kilronan. Post Town: Galway.

The run down Galway Bay is pleasant on a bright morning. *Black Head*, on the S. shore, appears bolder than its actual form, a low point, rising gradually to hills of 1000 feet, would lead one to expect. The summits of the Twelve Pins are the principal feature on the N. horizon. Southward, as you approach the Arans, appears O'Brien's Tower, on the N. end of the Cliffs of Moher. Passing to the right of the little *Straw Island* (lighthouse, fixed, red, visible 6 m.) you enter Killeany Bay on the S.E. shore, of Inishmore, and land at Kilronan Pier.

The Aran Islands are three in number : *Inishmore* (Great Island), about 10 m. by $2\frac{1}{2}$ m. at the widest part ; *Inishmaan* (Middle Island), 3 m. by $1\frac{1}{2}$ m. ; *Inisheer* (S.E. island), 2 m. by $1\frac{1}{2}$ m. They form a natural breakway to Galway Bay and extend in the above order from N.W. to S.E., with the little *Brannock Islands* off the W. end of Inishmore. Besides the port lighthouse, on Straw Island, there is one on the S. point of Inisheer and another on Eeragh Island (white, revolving), the westernmost of the Brannocks.

As scenery the Arans have few attractions. They consist of mountain limestone and are extremely bare and desolate, the only trees being in a sheltered nook here and there. The surface, where it is not covered with slabs of limestone, furnishes, like the corresponding district of Co. Clare, sweet herbage, and the inhabitants, about 2500, eke out, by fishing, a pastoral subsistence, which leaves no margin for bad seasons. The highest ground of Inishmore attains 460 ft., and along its W. side is a range of grand cliffs to which the horizontal strata and vertical fissures give the appearance of titanic masonry.

It is for their ancient forts and very early Christian ruins that the Arans are interesting. Enna or Enda, chief of the Oriels, abandoned his secular rule when he was converted by his sister St. Fanchea to Christianity. Some years later he received from Aengus, king of Cashel (or Munster), who had married another sister, a grant of the Arans. As Aengus was killed in battle in 489, we get an approximate date, and Enna lived on till about 542. He established a great monastic school at Killeany (*i.e.*, *Cill Enna*), and nine others in different parts of the island, and Inishmore became *Ara-na-naomh*, Aran of the Saints. Till the time of Cromwell the shell at least of the church at Killeany survived, but the stones were then used to repair the adjoining (16th cent.) castle of Ardkyn, now itself an insignificant ruin.

The date of the stone-forts cannot be fixed, but tradition assigns Dun Aengus and Dun Conor, the two largest, to the 1st cent. A.D.

At Killeany (1 m. from Kilronan—the “street of tombs” will be noticed on the way), besides *Ardkyn Castle* already mentioned, may be seen the outline of *St. Enna's Church*, behind the village. It is a rectangle about $19\frac{1}{2}$ by $9\frac{1}{2}$ ft. On the hill is the stump of a *Round Tower*. A little to the W., on the top of a hill, is the striking 6th cent. ruin of **St. Bennen's Church** (*Teampull Bennen*). The gable walls, now 15 ft., originally 17 ft. high, and the side-walls, $6\frac{1}{2}$ ft. high, are all $2\frac{1}{2}$ ft. thick. The N. doorway (the building stands N. and S.), straight headed and with inclined posts, is of the most ancient type. Adjoining, are the remains of the saint's cell, partly excavated in the rock, and of stone-roofed huts.

Near the E. end of Inishmore, facing the Atlantic, is **Black Fort**, pronounced the most ancient in the islands, and a little N.W., **Black City**, another fort, nearly destroyed. The Black

Fort wall is 220 ft. long, 20 high, and 16 to 18 thick. Inside are traces of stone houses; outside *chevaux de frise* (formed by setting stones at an angle in the soil). It is about 2 m. direct to Kilronan.

From Kilronan a road runs N.W. direct to Kilmurvy, and from the road you can visit a large number of antiquities. At about 1 m., on the right, is **St. Kieran's Church**, which is 37½ by 18½ ft. At the W. end is a built-up square headed doorway. At the E. end a deeply-splayed and narrow-headed window. Observe the string course.

On the left of the road, 1½ m., is **Dun Oghil**, a stone fort of two enclosures of which the outer seems to have had no doorway. The inner work still shows on the inside some of the steps leading up to the top of the wall. At Kilmurvy, 4 m., a village at the head of the bay, is **Teampull Mac Duach**, 6th cent., "the most curious church to be seen in Aran." It consists of nave (18½ by 14½ ft.) and chancel (15½ by 11 ft.), and has a deeply-splayed, round-headed, E. window. The walls have been added to and raised. The original masonry includes stones 9 and 10 ft. long, and one 17 ft.

About ¾ m. N.W. of Kilmurvy, and on the left of the road, is **Dun Onaght** (or *Foghuachta*), a nearly circular fort, about 30 yds. in diameter, on ground which rises precipitously on the N. from the plain of limestone flags.

At the N.W. end of the island, about 2 m. from Kilmurvy, two of the Seven Churches, *Teampull a Phoill* and *Teampull Breac* are still to be seen, but neither has any remarkable feature. There, too, are the ruins of a square tower *Sean Caislean* = "old castle."

Of far greater interest and, indeed, the finest thing in Inishmore is **Dun Aengus**, on the Atlantic, about ¾ m. across the island from Kilmurvy. This is a vast cliff-fort or castle, occupying an obtuse angled projection of the cliff, here fully 250 ft. sheer. The ground-plan is approximately a rectangle (perhaps 30 acres), of which the cliffs form the S. and E. sides; and the outmost line of defence the N. and W., the two ends terminated by the two cliffs. Part of this area, along the N. side of the second line, was rendered impracticable to the enemy by a *chevaux de frise* (see above). The second and third (or inmost) lines, are of more or less horse-shoe shape, and both begin and end on the verge of the S. cliff. Alike for the gigantic walls and the grand cliffs, the expanse of ocean and the sterile inland scene, this is one of the most impressive spots in all Ireland. To the S.W. you look away to the long cliff-line of Co. Clare.

Taking a boat or a "corragh" you will find on *Inishmaan* (Middle Island) two antiquities:—

Dun Cenor (or *Conchobhair*), "the noblest in the islands." It stands a little back from the cliff and is oval (abt. 80 yds. by 40 yds.) in form. The land side has a large half-moon work completely embracing it, and this again is strengthened by an outwork. The doorway of this outwork, as well as that of the oval, opens into the half-moon. For gigantic walls this fort may

perhaps outdo Dun Aengus, but its situation is far less striking. Within the oval work two or three of the stairs leading up to the top of the wall still remain.

Cill Cananech is a small church (13 by 8½ ft.). Facing the W. door, the low cliff appears to have been rounded by a glacier. The granite boulders found on the islands show that ice descended from the mountains of Connemara in this direction. An elder tree grows inside the church.

On *Inishsheer* are also a Dun, a ruined Tower and a ruined Church, but none of these are worth the trouble of visiting them. There is, however, a fine view of the Cliffs of Moher, about 7 m. distant, from the S. side of the island.

Connemara Section.

Tourist Tickets (2 months).

Dublin to Galway, Clifden, Westport, Ballina, or Sligo and back from any of these stations (including one journey by car between Clifden and Westport), 47s. 6d., 42s., 30s.

Same as above, substituting Achill Sound for Sligo, 53s. 6d., 45s. 6d., 33s. These tickets do *not* include Car between Achill Sound and Dugort (2s. 6d. each way).

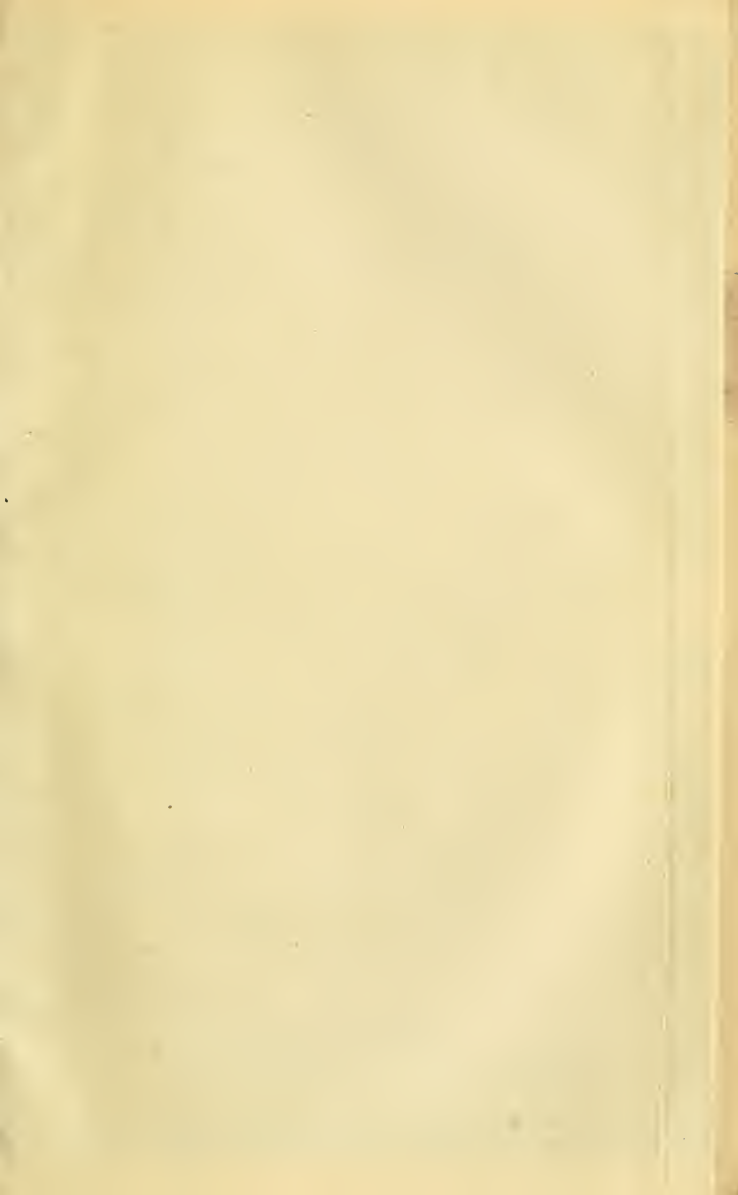
From stations in Great Britain Tourist Tickets do *not* include Car fares.

For the several combinations of the "Connemara Tour" with routes in the North, West, and South of Ireland see "Tourist Programme" to be had of the Secretary, Broad Lane Terminus, Dublin. There is a considerable reduction on the above prices when two or more tickets are taken.

Mail Cars: Galway for Clifden, 1 a.m. and 12 noon. Clifden to Galway, 6 a.m. and 4.10 p.m.

Connemara* is that part of Co. Galway extending from the Twelve Pins on the north to the Atlantic on the south and west. Between it and the town of Galway is the district of Iar-Connaught, while from Lough Mask, on the east, to the south side of Killary Harbour lies Joyces' Country. In tourist parlance, however, the whole of the district west of the great loughs, Corrib and Mask, is spoken of as "Connemara," and that name is often made to include the barony of Murrisk, which occupies the corner of Co. Mayo between Killary Harbour and Clew Bay. The actual coast-line, though for many miles rocky and bold, is little visited, owing to lack of sleeping (or indeed in most parts any) accommodation.

* The descendants of Conmac (a son of Maev, queen of Connaught in the time of Conor mac Nessa) were called Conmacne (*ne*, a progeny). One of the districts where they were settled was called *Conmacne-mara* (i.e. of the sea). —*Joyce*. Conor mac Nessa, a legendary personage, was king of Ulster at the beginning of the Christian era.





The scenery of the several portions of this great area, round which runs the popular "Connemara Tour," is very varied, though nearly everywhere wild and sterile. There are few handsomer groups of mountains in these islands than the Twelve Pins, while literally hundreds of loughs are scattered over the curious plateau they dominate. The Killaries are only two out of many fiords running deeply into the land.

Iar-Connaught is for the most part a desolate-looking country of slight elevation, broken by hills ranging from 300 to 850 feet, among which lie a good many small and featureless loughs. **Connemara** presents the opposite extremes of an undulated plateau with innumerable loughs, some of considerable size, and a great group of bold and finely-shaped mountains, with many summits exceeding 2000 feet. The lough region extends inland for several miles from the much-indented coast, the mountains form the northern inland portion. **Joyces' Country**, with the exception of the broad valley of the Bealanabrack (or Maam) river, is wholly mountainous and includes the Mamturk range, averaging 2000 feet, which bounds it on the west, and the southern heights of the Partry range, above Lough Mask, on the east. The barony of **Murrisk** along the north side of Killary Harbour is also a grand mass of mountains which includes Mweelrea (2,688 ft.) and many summits little inferior in elevation. Nearer Westport is the imposing peak of Croagh Patrick, rising abruptly from the shore of Clew Bay but dominating inland a bare featureless plateau.

Geology. The district between Galway Bay on the S. and the mountains—Twelve Pins and Mamturk—is of porphyritic reddish gneiss, belonging to the Archæan (or Laurentian) group, the oldest known aqueous formation. In other words the bed-rock of S. Galway belongs to the same formation as W. Sutherlandshire, but here the peculiar shapes which that formation exhibits in the N. of Scotland are missed. The gneissose rocks of Galway are largely hidden by peat and bog, and nowhere rise into mountains. Much more conspicuous is the intrusive granite which, between Oughterard and Maam Cross, is largely developed, and again on the coast between Cashel Bay and Clifden.

The mountain groups, Twelve Pins and Mamturk, are composed of beds of quartzite rising in great arches, or folds, from the margin of the Archæan tract, and are traversed by many faults, or fractures, hewing (as it were) the masses of quartzite into rude blocks. The Connemara marble, chiefly quarried on the W. of Lissoughter, near Recess, is a kind of serpentine.

The district W. from Lough Mask to the coast, along both sides of Killary Harbour, and including the Mweelrea group, belongs to the Upper Silurian formation, and thence extend N. to Clew Bay, metamorphosed gneiss and schists, with a patch of Upper Silurian about Louisburgh and to the E. the clear-cut quartzite cone of Croagh Patrick. Clare Island and Inishturk are outliers of Upper Silurian. The mass of the country N. of Clew Bay (W. Mayo) is again of quartzite or metamorphosed gneiss.

The effects of local glaciation, radiating from the Twelve Pins, are often very prominent. Notably on the coast between Kilkerrin and Carna, and on the promontory W. of Cleggan Bay—the latter an interesting 19 m. loop excursion from Clifden.

The **rail and car route**, taken by most tourists, is rail from Galway, *viâ* Oughterard and Recess, to Clifden. Thence car, *viâ* Letterfrack, Kylemore and Leenane to Westport. Except for a few miles at either end, this round, of (49 + 55) 104 miles, is interesting throughout, but the traveller who can afford the

inside of a week and does not mind hiring, should not fail to take the Lough Inagh road between Recess and Leenane. A fine route at present little known to tourists is between Ballinrobe and Westport *viâ* Clonbur, Lough Nafuoey, and Tourmakeady. Delphi is now taken on the coach journey from Leenane to Westport (see Pink Sheet). From Letterfrack, Renvyle, or Leenane the Salruck excursion should be made.

Of **Mountain-ascents**, the only ones in the Connemara Tour of which we have personal knowledge—for even a guide-book man cannot find time to “do” everything—are: *Lissoughter* near Recess and *Benbaun*; *Urrisbeg*, from Roundstone; *Diamond Hill* and *Renvyle Hill*, from Letterfrack; *Leenane Mountain*, and the *Mweelrea* group, from Leenane; and *Croagh Patrick*, from Westport. All these are perfectly simple ascents and all are worth making, as is the little climb to the hill above Cashel (*p.* 185). The curious and, under favourable skies, beautiful view from Urrisbeg is worth the *détour* it involves.

A correspondent sends us the following contribution:—“Tempted by the bold corries of *Maumtrasna* [2,207 *ft.*], the mother of a hundred streams, I essayed to take that bold plateau-like summit on the way from Derrypark [on Lough Mask] to Leenane, my intention being to include *Devilsmother* [2,131 *ft.*], which commands the full length of the Great Killary, and thence drop down on Aasleagh. The ascent of Binnaw [1,846 *ft.*], the eastern spur, was rewarded by a glorious view of Lough Mask, but the steady plod up the ridge was barely accomplished when the flood-gates were opened, the mountain, never I imagine too dry, became a swamp, and all view was blotted out so effectually that it was at times difficult to use a compass except to steer vaguely in a N.W. direction, trusting to the ordnance map that I could thus get down into the Westport road. This I managed to do in about two hours, for, as the fates decreed, when the rain ceased a thick fog took its place. So far as I can make out, I must have descended by the Ben Garve [1,963 *ft.*] spur, as I struck the road a little N. of Glenacally Bridge. *Moral!* Climb Devilsmother if you list from Aasleagh, but leave Maumtrasna severely alone.”

HOTELS on the tourist route from Galway to Sligo in order of their occurrence, with those off the direct route in smaller print.

Galway: *Railway*, large, adjoining Sta.; *Mack's*, small but sound—Mr. Mack retired in 1898–9, but his name lingers—both in Eyre Square, the best part of the town.

Oughterard: *Murphy's*, a good roomy house frequented by anglers on Lough Corrib. *Railway* and *Angler's*, both small.

Recess: *Railway*, M.G.W.R. Co.'s, opened in 1899, first-class, beautifully situated at the head of Lough Glendalough—head-quarters for the Ballynahinch Fishery. It has its own station, “Recess Hotel,” which is about a mile E. of Recess Station.

Deradda (close to Toombeola Br.), 2 *m.* from Ballynahinch Sta., good, reopened 1904, formerly Blackadder's.

Cashel Bay: *Zelland Arms*, 4½ *m.* from Recess Station—a capital sportsman's rendezvous, with fishing and shooting. It is also within easy reach of a good many “stands” of the Ballynahinch Fishery,

Carna : *Mongan's*, a sound unpretentious sporting hotel, with good sea-trout fishing end of July onwards and good golf-links—12 m. from Reecess Sta.

Roundstone : *Roundstone*, small and of small account—5 m. from Ballynahinch Sta.

Clifden : *Railway* (formerly Mullarkey's), *Lyden's*, *McDonnell's*. The train and coach connections during the summer do not necessitate a sojourn at Clifden, and neither the place nor the accommodation specially invites break of journey.

Letterfrack : *Casson's*, a favourite old-established house near Kylemore, 9½ m. from Clifden and 12 m. from Leenane.

Renvyle : *Renvyle House*, 5 m. from Letterfrack—a happy combination of hotel and country-house in an attractive situation on the coast—some fishing and shooting ; golf. As a hostess, Mrs. Blake is unique in Connemara.

Leenane : *Leenane*, in point of sleeping accommodation the largest hotel in Connemara. M'Keown, the landlord, who runs the coaches, is indefatigable in providing for his guests, but rooms should be engaged in advance. At the height of the season, August, Leenane is a thronged hive, and the improvident traveller who arrives unannounced will probably have to sleep out or go further afield. There are two small inns in the village.

Louisburgh : The principal inn, at which the coach, from Leenane to Westport, calls, is little more than a spirit store.

Westport : *Railway*, a large house with large possibilities that have yet to be profited by. *West* in the Mall, opposite side to *Railway*, quite small.

Newport (Mayo) : *Deverell's*, sufficient but modest.

Mallaranny : *Railway* (M.G.W.R. Co.'s), first-class, large house, in delightful surroundings adjoining the station.

Achill Sound : *The Sound*, a bungalow with decent accommodation at an equal price.

Dugort : *Slievemore*—Sheridan the landlord is not easily forgotten.

Ballina : *Imperial*, with *Royal* opposite as an annexe; *Moy*. Ballina offers sound "family and commercial" quarters. *Lough Conn* on W. of the lough, and *Gortnorabbeigh* at Crossmolina are convenient for anglers.

Sligo : *Victoria*, a large house, one of the best in Ireland; *Imperial*, large, facing the river.

*On Alternative Route to Leenane :—***Ballinrobe :** *Valkenburgh's* and *Railway*.

Cong : *Carlisle Arms*, racy of the soil. **Clonbur :** *Mount Gable*, fishing and shooting. **Maam Bridge :** *Maam*, for passing refreshment, quite small. **Leenane**, as above.

Cyclists will find no difficulty between Galway and Clifden on the main-road, but beyond that on to Letterfrack is hilly. Then it is easy-going through the Pass of Kylemore, after which there is a longish ascent followed by a sharp drop towards Leenane. From Leenane to Aasleagh is easy, then a long steady ascent of the Erriff glen, but once fairly up from Erriff Bridge

there is nothing to complain of on the way to Westport, into which the descent is steep and needs care. On the Leenane-Louisburgh route to Westport there is a steep ascent beyond Dhu Lough.

Cong, *via* Maam to Leenane has two steep hills, one approaching Cleggan, the other $2\frac{1}{2}$ m. beyond Maam; Recess, by Lough Inagh, to Kylemore; and Ballynahinch, *via* Roundstone, to Clifden offer no difficulty.

Galway to Moycullen, 8; Ross, $12\frac{1}{4}$; Oughterard, $16\frac{3}{4}$ Maam Cross, 27; Recess, $36\frac{1}{2}$; Ballynahinch, $41\frac{3}{4}$; Clifden, 49 m. by rail.

For *Galway*, see p. 174. This line (opened July 1, 1895), except at the beginning and end of the journey, closely follows the main road. It begins by crossing Lough Attalia and then the River Corrib. Across the latter is seen Menlough Castle, and still keeping near the river we have a good view of Lough Corrib, and then of Ballycuirke Lough, left. *Moycullen* (8) is $\frac{3}{4}$ m. E. of the village (*Pub. Ho.*) and $1\frac{1}{4}$ m. W. of Lough Corrib. Two miles onward we reach Ross Lake and skirt it to Ross ($12\frac{1}{4}$). Beyond this, we see, 30 m. away on the left front, the Twelve Pins. Aughananure Castle is seen on the right as we near *Oughterard* ($16\frac{3}{4}$).

Oughterard (*Murphy's and Railway*), $\frac{1}{2}$ m. N. from the station past the Workhouse, is a pleasant little place of 800 inhab. on the Owenriff, a pretty stream, which flows from Lough Bofin (*below*) and enters Lough Corrib $\frac{3}{4}$ m. below the village. Above the bridge, at the top of the village, the stream is for a short distance prettily wooded, but the gorge by which it descends from the moor is in private grounds. From Oughterard "are reached the best casts on Upper Corrib, about the islands and under Ashford. The Owenriff river (at the door) is worth attention in a strong autumn spate, or after one, in a storm which would make the lake unpleasant."—*Hi-Regan*.

The line ascends the Owenriff—a pretty bit—then suddenly enters on the great lough-dotted moorland of Iar-Connaught, and follows the S. side of Lough Bofin. Then it crosses the road, passes between Lough Aunierin, left, and Lough Tawnaghbeg, right, and by Lough Ardderry, left, reaches *Maam Cross* (27)— $13\frac{3}{4}$ m. from Leenane, p. 192.

The road to the N. leads to **Maam** (abt. $4\frac{1}{2}$ m.) passing on this side of the watershed *Loughs Anillann and Maamvee*, and at the foot of the descent from the gap crosses the *Faillmore River* at *Teernakill Bridge*.

The Mamturk Mountains now rise in bulky-ribbed masses on the right to a height of 2000 feet, and on the left we see Lough Shindella and Lough Oorid. The Twelve Pins, beautiful in shape and colour, are now prominent ahead as in company with the Recess River we reach *Recess*, $36\frac{1}{2}$. Rail continued p. 187.

Recess.

Railway Stations: *Recess Hotel* (for hotel), and *Recess* (for Cashel Bay and Carna). Travellers bound for the hotels at Cashel Bay and Carna should bespeak therefrom a conveyance.

Hotels: *Recess* (first-class) adjoining the main-road, at the head of Glendalough Lough. Hazel Lodge, sound lodgings.

Deradda, near Toombeola Br., p. 186; *Zelland Arms* at Cashel Bay, p. 186; *Mongan's* at Carna, p. 186—all good.

Post and Telegraph Office, adjoining Recess Hotel grounds.

Distances by road: Clifden, 14 m. Galway, 35. Kylemore, by *Lough Inagh*, 12½. Leenane, by *Lough Inagh*, 17; Maam, 13. Letterfrack, 23½. Renvyle, 27½. Westport, by *Lough Inagh*, 35.

The above distances to Letterfrack and Renvyle are *via* Clifden. By Kylemore they would be 16 and 18½, respectively.

Sport: “Hi-regan” says: “To my taste, the rule (for an idle man) at Recess would be woodcocks and wild shooting from the opening day to 15th March, varied by fishing for large salmon to 15th April. Sea trout, brown trout and flappers, July and early August. A few grouse, many white and brown trout, grilse, snipe, and running fish to close of season.”

Ballynahinch Fishery.—Ballynahinch River, the loughs Ballynahinch, Derryclare, Glendalough and Inagh, and smaller ones. From 12 to 20 “stands” are available throughout the season, Feb. 1—Oct. 31. Terms from the Lessee for salmon and sea-trout—brown trout free.

The last two paragraphs will suffice on the sport of the district. The attractions for the lover of the picturesque are certainly not inferior. While the quartzite summits of the **Twelve Pins** (Benbaun, p. 192B), the most striking group of mountains, are exceeded in elevation by the mountains of other parts of Ireland, there is no group which shows itself to greater advantage, owing to the fact that it rises abruptly, without the intervention of foothills, from a plateau very few feet above sea-level. In form and colour the group is perfect, but it offers very qualified climbs. As is almost always the case the best view-points are not the summits of the central knot, but the outlying heights.

From this, south, side there is no more satisfactory view-point than **Lissoughter** (1,314 ft.; 1 hr. easy) immediately behind the Recess Hotel. Ascend by a foot-track, a little W. of the P.O., to the Marble Quarries road, and in about ten minutes make for the S. E. spur. The height is sufficient fully to command the strange lough-strewn plateau to the equally curiously indented coast, while from east round by north to west is as fine an environment of summits as you could desire. The view of the Pins is perfect, and at your feet lie the four principal loughs: S., Glendalough; S.W., Derryclare and Ballynahinch; N., Inagh, dominated on the W. by Derryclare (2,220 ft.), Bencorr (2,336 ft.), and Bencorrbeg (1,908 ft.), and on the E. by the Mamturk chain, of not inferior elevation. It is an easy descent on the W. side to the Kylemore road and 2 to 3 hrs. will suffice for the ramble. A visit may be paid to the Connemara Marble Quarries,

Recess to Kylemore (by Lough Inagh), $12\frac{1}{2}$ m. This route should certainly be taken either as part of the circuit of the Twelve Pins, or on the way to Leenane.

The road diverges from the main-road to Clifden at Recess Station, and is unmistakable. Of the mountains immediately bordering it the three already mentioned (*see* Lissoughter, *above*) as overlooking Lough Inagh, are passed in the order named. On the east, the highest is Letterbreckaun (2,193 ft.) towards the upper end of Lough Inagh. Beyond that the range recedes on that side, and the low watershed (260 ft.) is crossed about a mile short of the main road, left, through the Kylemore Pass (*p.* 190). The approach by the private drive—open to private cars but not to the public cars—is charming.

Recess (Sta.) to Cashel Bay (*Zetland Arms*; **fishing**, 10s. a day on the Gowla and L. Anilaun; Gowlabeg and several loughs free. The hotel is within easy reach of some of the Ballynahinch Fishery "stands" and a pleasant sportsman's rendezvous), $4\frac{1}{2}$ m.; $5\frac{1}{2}$ m. from Recess Hotel. Follow the Clifden road for $2\frac{1}{2}$ m. Then turn to the left across the channel between the two parts of Lough Nacoogarrow. After passing two little tarns, right, you go through a gap in the hills and the sea comes in sight. At a fork of the road, about half-a-mile beyond a bridge, go to the right and it is about a mile to the Hotel. There is a beautiful view from the hill (1,024 ft.) above Cashel.

Another Route to Cashel Bay: by steamer from Galway to Kilkerrin (5s., 2s. 6d.), thence car, abt. $13\frac{1}{2}$ m., 10s. Kilkerrin and **Carna** (4 m. on the road; 12 from Recess Sta.) are both devoid of interest, but the latter is a fisherman's haunt and has a sound hotel. About a mile short of Cashel you turn to the left for the Zetland Arms.

Recess to Roundstone and Clifden, $28\frac{1}{2}$ m. by the coast-road. From Ballynahinch Station the distances are 6 m. less. *Roundstone to Clifden*, direct, $11\frac{1}{2}$ m.

The chief item of interest on this excursion is the view from Urrisbeg, the ascent of which either from Roundstone and back, or up from Roundstone and down to the road at the western foot will take about $1\frac{1}{2}$ -2 hrs. Pedestrians will naturally descend it on the west if they are going by the coast to Clifden, and those who drive may order the car to meet them at the School, about 3 miles from Roundstone.

From the Recess Hotel you proceed to Canal Bridge (4) and turn left on the near side of it. Onward to Ballynahinch road and rail keep company. You strike the Ballynahinch River just short of the Castle, and the road follows down its east bank to Deradda (9 m. from Recess) at the head of Roundstone Bay. Cross the bridge (*Toombeola*).

[A track on the left, immediately beyond the bridge, leads in $\frac{2}{3}$ m. to the scanty and uninteresting remains of **Toombeola Abbey**, a Dominican Friary founded about 1427 by O'Flaherty, chief of Iar Connaught.]

In about a mile you join the direct road to Roundstone from Clifden and turn to the left and keep along the coast to **Roundstone (Inn)**. This is a fishing village locally famous for its lobsters. From the rising ground where the "Hotel" is the seascape is pleasant, but the place is of small account for the traveller. Some lough fishing is to be had.

Immediately W. of it is **Urrisbeg** (987 ft.), and the ascent is easy. Take the road inland from the pier, and in about $\frac{3}{4}$ m. turn to the left along the old hill-road. Quit this when you like and you will gain the heathery summit in $\frac{3}{4}$ hr. from Roundstone. The view is very striking looking northward over the most watery plateau even of Connemara. Nearly 300 featureless loughs lie all in a cluster, and cultivation and habitation are conspicuous by their absence. Westward stretches *Slyne Head* with two lighthouses on the island at its extremity. In the same direction but about half way, you see the ruin of *Bunowen Castle*, on a knoll at the head of Bunowen Bay. South-west you command *Inishlackan* with its Coast Guard station, and the strangely indented coast-line, whose fiords might be mistaken for lakes. Looking due south the most conspicuous of the islands is *Deer Island*, which changed its name from *Croaghnaकेला*, when it was made a deer park by the Martins. The next island further off and to the left of it is *St. Macdara*, once and perhaps still a pilgrims' rendezvous. "The church" on it, says Mr. Wakeman, "is one of the most ancient and curious remaining in Western Europe. It still retains a portion of its original

stone roof." The flora of Urrisbeg is noted for the luxuriant growth of *Erica Mediterranea* on the western slope of the hill. This rare heath has flesh-coloured flowers, and may be recognised by the furrow down the centre of the under-side of the leaves, which are arranged in whorls of four. Mackay's Heath, yet rarer, is reported to grow in this neighbourhood. It is very like the common pink heath, *Erica tetralix*, but is distinguished by broad egg-shaped leaves, with their upper surface and midrib smooth. Several saxifrages and the autumn gentian are pretty abundant on Urrisbeg.

Descending the western slope to the road, there is not much calling for mention, and the walk or drive on to Clifden is uninteresting, though close to the sea for a great part of the way. At *Ballykencilly* (8½ m. from Roundstone by road) you turn to the right, and at *Ballynaboy Bridge* (12 m.), where you join the direct road from Clifden to Roundstone, to the left. *For Clifden, see p. 188.*

Recess to Clifden, 14 m. by direct road [the road by Ballynahinch and Toombeela Br. is 19 m.]. If high expectations have been formed of the Glendalough scenery, the first view of it on leaving Recess is, perhaps, a little disappointing. Viewed from this end the lough is pretty but not striking, and the Twelve Pins have been so long in sight that they present no novelty. At Recess Sta., the road to Kylemore (p. 186) diverges on the right, and across the water, left, we see Glendalough House. Then, at *Weir Bridge*, we cross the *Bealnacarra* and still skirt the lough. Next, *Lough Nacogarrow* is on that side, and its narrow mid-channel is crossed by a road leading to Cachel Bay (p. 186). *Athry Lough* is just beyond, and leaving that we get a fine view, right, up Derryclare Lough, and cross **Caval Bridge**. (*For road to Roundstone, see p. 186.*) Here we are just under the Twelve Pins, with a bold valley running up into them on the right, from which the climber, with more or less stiff work, might take his choice of half-a-dozen ascents. Ahead, we look right down Ballynahinch Lake, but for the present had better be noting the view behind us. From no point on the road do the stern mountains show more sternly, and Lough Glendalough and its surroundings supply sufficient softness and beauty.

The islets in Ballynahinch Lake are wooded, and across it lies the famous demesne, once the home of the almost princely Martins, while in front, on an island, we note the prison-castle. The first group of buildings seen on the demesne is the stables, and then the mansion, **Ballynahinch Castle**, comes into view.

The Martins of Connemara. From "time immemorial" this family "reigned" over the greater part of the country lying between Ballynahinch, the sea, and the town of Galway. The rent-roll of the property, 200,000 acres or more, was of course always insignificant, considering its vast extent, and Col. Martin, the last male heir but one, gave the *coup de grace* to the family fortunes by lavish expenditure on county elections ("Charles O'Malley" sufficiently indicates the nature of that luxury) and gambling. The Law Life Assurance Company advanced, it is said, nearly a quarter of a million upon mortgage, and when his son, the well-known M.P. "Dick" Martin, might have cleared off the incumbrances by an alliance with the heiress of a wealthy merchant, the Colonel was obdurate and the son presently married a lady of no fortune. He, too, spent much on elections and when he died, the victim of his own devotion to his poor tenantry during the Famine of 1846—7, his only child and heiress, married to a cousin poorer than herself, was soon forced into the Encumbered Estates' Court. The property, bought in by the Assurance Company, realised some £60,000 less than their charges upon it, so that nothing was left to the unfortunate lady, who with her husband emigrated, but only to die at New York in 1850. In 1870 the late Mr. Berridge, a London brewer, bought 160,000 acres from the Company, but he did not reside.

For the *Fishing* see p. 185.

The road beyond Ballynahinch is comparatively dull. The Owenglin River, which rises in the Twelve Pins, is crossed at *Waterloo Bridge*, and 1½ miles further we reach **Clifden**, p. 188.

Rail continued from p. 184. The line skirts the N. shore of Lough Glendalough, and then approaches the foot of Lough Derryclare, of which and the Twelve Pins the view is very beauti-

ful. Quitting the road and passing between Lough Athry, left, and Lough Nabrucka, right, the route passes to the S. of Ballynahinch Lake, touches the little Ballinafad Lough, and arrives at *Ballynahinch* (41½), the Station being a trifle E. of the Castle (above). Thence to *Clifden* (49) there is nothing calling for mention.

Clifden.

Railway Station, 4 min. E. of the hotels.

Hotels: *Railway*; *Lyden's*; *McDonnell's*.

Post and Telegraph Office. Letters *del.* 9 a.m.; *desp.* 3.50 p.m. Sundays included.

Clifden (pop. 911), the terminus of the railway and the starting point of the tourist cars *viâ* Leenane to Westport, is itself of no particular interest, but the situation on an inlet of Ardbear Bay at the mouth of the Owenglin does much to recommend it. The place owed its origin to Mr. John D'Arcy, who in 1815 purchased a large property here and resided at Clifden Castle. Between then and 1835 some 300 houses and the hotel were built, and the broad main street shows the hopes that were entertained. But the D'Arcy property, like the Martins', was sold under the Encumbered Estates Act, and it remains to be seen what the railway will do for the town.

The Owenglin forms a bold cascade at its mouth. To see this go down the wide street opposite the Railway Hotel and turn to the right, 4 min. A pleasant short stroll is to cross the bridge below the cascade. From the *col* beyond there is a very pretty view of Clifden Bay, and when over the *col* the Twelve Pins are well seen looking up Ardbear Bay.

Clifden Castle, a modern mansion, is about 1½ m. W. from the town overlooking Ardbear Bay. The best way to it is along the bay, and there is a pleasant walk through the grounds.

Cleggan Bay. This is a favourite drive from Clifden, 19 m. out and home, making a loop beyond Streamstown. It is not a good cyclist round. In addition to out-of-the-world country, there are very obvious and remarkable evidences of glæier-carving in the district between Aughrus Point and Cleggan Bay—the latter, the 20s. boat-place for a visit to Inishbofin—weather permitting. We know no reason why Inishbofin should be visited.

Clifden to Letterfrack, 9½ m.; Kylemore, 12 m.; Leenane, 22 m.; Aasleagh Bridge, 24½ m.; Westport, 55 m., *viâ* Delphi and Louisburgh—43 m. by Erriff Bridge.

Coach Service:—from June 1 to September 30—see Pink Sheet.

For the first few miles this road is not particularly interesting. A little out of Clifden it crosses the end of the old race-course,

CONNEMARA
NORTHERN SECTION

English Miles

Good Roads — Indifferent Roads —
Railways —



CLEW BAY

Clare Island

WESTPORT

HAINES OTENAY

LOUGH

MASK

JOICES COUNSA

ST. JOHN'S POINT

and through a gap in the hills reaches the small *Lough Breenbannia*, right, whence it descends to *Streamstown Bay*, a pretty inlet but without marked features. At its head is the hamlet *Streamstown* (2 m.), beyond which we bear first to the right, and then left, up a small valley, to the pool, *Lough Nagann*. From the higher ground beyond that, the view improves. Left, we note *Cleggan Point* (tower upon it) and passing *Lough Tanny*, right, the horizon northward is broken by the mountains of Achill Island. As we drop to the stream and hamlet of Moyard (6 m.) *Ballynakill Harbour* is very picturesque. Again crossing hilly ground we reach the shore of *Barnaderg Bay*, beyond which a short ascent brings us to **Letterfrack**, 9 m. For continuation of route, see p. 190.

Letterfrack.

Approaches : From Galway, p. 184 ; from Westport, p. 210.

Hotel : *Casson's*, 200 yards from the main-road, up a road on the left. For *Renvyle Hotel*, see p. 190.

Post and Telegraph Office in the village. Letters del. abt. 9 a.m.; desp. 4 p.m., including Sundays.

Distances : Kylemore Castle, 2½ m. ; Salruck, 9½ m. ; Leenane (*Hotel*), 10 m. ; Renvyle (*Hotel*), 5 m. ; Westport, 32½ m.

Coaches : see Pink Sheet.

This pleasant little modern village (founded abt. 1850 by Mr. Ellis, a Quaker) has a good deal to recommend it as a place of sojourn. The Hotel is the nearest to the Pass of Kylemore, the western portal of which, guarded by Diamond Hill, it faces. *Barnaderg Bay*, a landlocked inlet of *Ballynakill Harbour*, is close by, for a dip in the sea, for boating or sea-fishing. There is free trout fishing in sundry loughs within easy distance, while for fine views *Diamond Hill* and *Renvyle Hill* are respectively about 2 hrs. and 3 hrs. there and back. The drive, abt. 20 m., *via* *Dawros Bridge* and *Tully*, along the coast road to *Salruck* and back by *Kylemore* is delightful, and should have a day given to it.

1. To the **Pass of Kylemore and Kylemore Castle**, see p. 190.

2. **Diamond Hill** (*Bengob*, 1,460 ft.). This finely shaped hill is well seen from the hotel. The ascent presents no difficulty and is only steep towards the summit; perhaps the easiest way is by the shoulder which runs up gradually from the S.E. corner of *Barnaderg Bay*. The distance is about 2 miles or about an hour. The view is superb, not only of the *Twelve Pins*, of which this is perhaps reckoned as one, but of the coast. Immediately below we command the Pass of Kylemore and the Castle. The Killaries and the great mountain group including *Mweelrea*, the islands *Inishshark*, *Irishbofin*, *Inishturk* and *Clare Island* are among a few of the principal objects. It is a pleasant walk to descend the E. shoulder ("diamonds" here chiefly) to the *Dawros* stream, between our hill and *Knockbrack* (1460 ft.), and then down it to and across a bridge, continuing by a footpath past a farm into the main-road, opposite *Kylemore*.

3. **Renvyle Hill** (1,172 ft.). This is a perfectly simple climb. Take the road N. from the hotel. Beyond Dawros Br. ($1\frac{1}{2}$) turn to the left, and about $1\frac{1}{2}$ onward you can ascend by the S.E. shoulder. The view is especially fine northward, and includes the lofty Clare Island and the cliffs of Achill in ordinarily clear weather. Mweelrea is also a noble mass at the mouth of Killary Harbour, while the Pass of Kylemore (end-on view) and the Twelve Pins are nowhere better seen. Immediately below, on the S., Ballynakill Harbour is a delightful contrast to the rugged mountains.

4. **To Renvyle Hotel** 5 m. direct *viâ* Dawros Br. and Tully R. C. Chapel.

Renvyle House Hotel, formerly the home of the Blakes, was opened as an hotel in 1883 by Mrs. Blake. It is attractively situated, on a small lake within a few yards of the ocean, and offers some fishing and rough shooting. About $1\frac{1}{2}$ m. W. is the ruined tower of *Renvyle Castle*, and on the hill behind it the remains of an old church. It is a fine drive in the opposite direction to *Salruck*, 9, and back by *Lough Fee* and *Kylemore*, a round of abt. 22 m.

5. **To Salruck**, $9\frac{1}{2}$ *viâ* Tully, returning by Lough Fee and Kylemore, 21 m. This fine drive can be improved on by the pedestrian on both sides of Salruck without increase of distance. We start by the road due N. and at Tully ($2\frac{1}{4}$; R. C. chapel) turn to the right. The view includes Mweelrea, Croagh Patrick and the Twelve Pins. Then along the coast we reach the Calfin stream, 6 m.

The road ascends the right bank, skirts Lough Mack (*muc*=pig), and then at its head we diverge up to the left. A short ascent brings us to the top of **Salruck Pass**, and a lovely view is revealed.

Hence you can trend across the slopes in a N.E. direction to, abt. 20 min., a summit affording a grand panorama. Thence it is an easy and direct descent to the head of Little Killary.

At the bottom of the hill, at the head of Little Killary Bay, is the romantically situated residence Salruck, and a small Prot. Church. The pedestrian should follow the road along the head of Little Killary and then climb a rough track to the right. In from 10 to 15 min. another delightful view is obtained up Killary Harbour and in the opposite direction (less interesting) of the coast as far as Renvyle. Following the track eastward—Mweelrea, 2,688 ft., in full grandeur—in about $4\frac{1}{2}$ m. from Salruck, after a rough walk, we join the main road $3\frac{1}{2}$ m. short of Leenane, $\frac{3}{4}$ m. in which direction the possibly thirsty pedestrian will find the *Derry-naclough P.O.* (licensed). If returning to Letterfrack, it is about $\frac{3}{4}$ m. to the right to the junction of the Lough Fee road, by which the car has had to come. For the main road see p. 191, and for the Lough Fee road, p. 192.

Between Letterfrack and Kylemore the rocky height of Renvyle is to the left, and a little to our right is the fine peak Diamond Hill (*see* p. 189). Soon we enter the **Pass of Kylemore**. This does not deserve the epithet stupendous, but it is a noble ravine flanked, right, by bold bare glossy mountains, and, left, by deep-toned crags, which are set off by a hanging wood. In a short distance, noting the fuchsia hedges, we reach **Kylemore Castle** (Duke of Manchester) and the old road now forms the carriage drive, which private cars may use. The public cars take the new road which runs outside the grounds.

Kylemore Castle (*grounds open to visitors, castle in absence of the family*) occupies the site of a cottage of Canon Wilberforce. About 1864 Mr. Mitchell Henry bought some 14,000 acres of the Blakes, of Renvyle (*see* p. 190), built the castle and set on foot improvements on the property which made him the benefactor

of the neighbourhood. From 1871 to 1885 he was M.P. for Co. Galway.

The Castle, a handsome pile of granite with limestone facings, was erected almost entirely by native skill and labour, including the elaborate internal fittings, not the least beautiful of which are the chimney-pieces of Connemara marble. The gardens are also delightful.

Beyond the Castle is an elegant little church, or rather private chapel, with a spire. A little further on is a small mausoleum. The road then skirts the north side of the upper and larger Kylemore Lough, above which, left, the hillside is well wooded, while on the far shore is seen Kylemore House, a shooting-box belonging to Lord Ardilaun, whose Ashford estate (*p.* 197) extends to the lough.

Just beyond the lough the road (described the reverse way, *p.* 185) to Recess, *viâ* Lough Inagh, diverges on the right, and the Mamturk range appears as a huge rocky wedge ahead. In another mile the Salruck road, *viâ* Lough Fee, diverges left, and we get a view of that lough, though not to advantage. Looking back, as we approach the summit-level, the Twelve Pins are well seen,—eight of them, if we remember rightly—and then we get a full-length view of Killary Harbour (or Bay) with Mweelrea towering above it on the far side, left, as a huge half-dome. The Killary inlet as seen from here is certainly fine, but it is too bare to be termed beautiful, though the verdure does to a great extent atone for the comparative lack of trees. The nearer hills rise steeply from its margin, and are broken by the narrow combe up which, out of sight, lies Delphi (*p.* 192).

For a time our road keeps high above the bay and then, with the light-coloured Devilsmother (2131 *ft.*) ahead, drops sharply to the shore, which it follows to the Leenane Hotel. *Road on to Westport, p.* 193.

Leenane.

Approaches: from Galway and Clifden, *p.* 183; from Westport, *p.* 210; from Recess, *p.* 185.

Hotels: *Leenane*, close to the shore and on the main-road, about $\frac{1}{3}$ *m.* west of the junction with the road from Maam; *Muilrea*, small.

Post and Telegraph at Leenane Hotel. Letters del. abt. 8 a.m.; desp. 4.30 p.m.; Sundays included. Address "Leenane, Co. Galway."

Distances: By *road* (from the Leenane Hotel) Westport, 21 *m.*; Maam Cross, $13\frac{1}{2}$ *m.*; Cong, 24 *m.*; Recess (*via* Lough Inagh), 17 *m.*; Kylemore Castle, 10 *m.*; Salruck, 8 *m.*; Renvyle Hotel, 15 *m.*; Letterfrack, 12 *m.*; Clifden, 21 *m.*

By *water*, (Bundorra) Bundorragea, for Delphi, $2\frac{1}{2}$ *m.*; Salruck, 7 *m.* to Coast Guard Station.

For **Public Cars**, see *p.* 188.

This is another of the delightful tourist resorts of "Connemara," and whether for sport or scenery is equally attractive. It is completely environed by the lofty mountains of Joyces' Country and Murrisk, while the curious water defile, Killary Harbour, is a fiord with perfect bathing for swimmers, and admirable for boating in fine weather.

The **Fishing** accessible to hotel guests should be ascertained in advance. There is sometimes little of any value available.

To Salruck, 8 *m.* by road, returning partly by footpath, a beautiful excursion. The main road is followed westward. At 3 *m.* is *Derryclough P.O.* (licensed). In another $1\frac{1}{2}$ *m.*, opposite Lough Nambrackeagh, we turn to the right and follow the road along the N. shore of **Lough Fee**—a lovely foreground to Geraun (1,973 ft.), the comely mountain to the S.W. The only habitations are a lodge on a peninsula that only just escapes being an island, and, on the far side of the lough, a farm amid trees in a green clough. At the foot of it is Lough Muck, and our road ascends, right, to the **Salruck Pass**, *p.* 190, where a track along the Killary is given as a possible return route. It is, however, not recommended, as a great part of it is rough and wet.

From *Salruck* to *Renvyle* or *Letterfrack*, see *p.* 190, reverse routes.

To Delphi, 9 *m.* by road, round head of Killary.

Delphi is a plain little mansion embowered in timber—fir, birch, oak, ash, etc.—on the shore of the little Lough Fin, with fine mountain slopes on either side. About $\frac{1}{3}$ *m.* N. of Delphi is Lough Dhu, with Dhulough House Hotel, charmingly placed among

trees on its E. bank. This lough is about 124 ft. above sea-level, and is flanked W. by Benbury (2,610 ft.) and Benlugmore (2,618 ft.) and E. by Casheame (2,474 ft.). It is in fact a great trough, and with storm-clouds on the mountains is entitled to its name Doo (*dubh* = black, *bh* silent).

Leenane Mountain which commands the full length of Killary Harbour is ascended direct from the hotel—tea picnics.

The Lough Inagh road to Recess is described p. 186.

Ascent of Mweelrea (2,688 ft. in $2\frac{1}{2}$ hrs. from "Scotland"—some 5 m. down the Killary and just short of Bunnaglass. Returning ($4\frac{1}{2}$ hrs.) over Benbury (2,610 ft.) and Benlugmore (2,618 ft.) to Bundorrha Quay. Boat and men for double journey about 10s. for 2 persons. A compass and provisions should be taken. The Ordnance Map (sheet 84, 1s.) is desirable. If the weather is unsettled tell the boatmen to be at the mouth of the Killary should the mountains become cloud-capped 2 to 3 hrs. after landing you at Scotland. Mweelrea is so remote that we give directions for safe retreat in case of fog. The times given in the course of the ascent are those of the writer. He was 3 hrs. in reaching the summit, but then he was note-taking.

"Scotland" is a mere name. Landing on the rocks, a trifling climb leads up to a small path, which you follow to the left to (8 min.) Creggaunranny, a solitary cottage. Behind this go up a rocky path, or stair, to (15 min.) a marshy hollow. Cross this to a rocky knob and ascend, a little to the left, to a green terrace, and from that climb an obvious green couloir, rocky atop, to a second terrace and go up that to (20 min.) a bog-plateau. Cross this to (15 min.) the foot of *Funshoge* (1,623 ft.). Ascend this ridge-knob by its left, i.e. S., side, and in 20 min., or less, you will get perhaps the most beautiful mountain prospect in the W. of Ireland. To the left rear is Lough Inagh, and carrying the eye W. are the Twelve Pins and Kylemore Mountain. Below, beyond the Great Killary, are Salruck and the Little Killary. The coast is enfiladed as far as Renvyle, to the left of which glistens Ballynakill Harbour. Crump Island is prominent seaward.

It is only a minute or two to the top of *Funshoge*, whence Mweelrea is fully revealed, its E. face a great terraced cliff, 1,400 ft. in height from the little Lugaloughan Lough at its foot. A rocky descent of about 250 ft. leads to the foot of the final climb, 1,300 ft., which is a fair hour's work, arduous throughout—heather at first, then grass and rock, then bare ground. From the cliff-verge, on the near side of the main cliff, a steep gully descends to the combe, and is sometimes used by shepherds.

On the top of **Mweelrea** are some relics of the Ordnance Survey. The view is all-embracing but less beautiful than that from the flank of *Funshoge*. The additional features are Croagh Patrick, N.E.; Clew Bay, N.; and towards the N.W., the mountains of Achill.

Safe Descent. The W. side of Mweelrea is a steep slope without crag. If, after about 20 min. down it due W., you bear to the left, it is a perfectly simple matter to descend to the mouth of the Killary. To reverse this route would be very monotonous.

Another Descent, only to be taken under compulsion. Descend the N.E. shoulder for a short distance, and then bear to the right along the ridge for 10 min. It is then merely a rough descent—with some big scree—quite safe, if taken slowly, even in fog, to Lugaloughan Lough—a pool in a setting of bog. Thence follow down the right-hand flank of the valley, an execrable 3 hrs. of fatiguing bog, to the Delphi-Bundorrha road.

The tour of the Mweelrea group is very fine and quite simple. The only drawback is the final trudge to gain the Bundorrha road. From Mweelrea descend N.E., and, avoiding the ridge to the right, you will reach in about 12 min. the col—L. Bellawaun is the tarn below on the right—under **Benbury** (alias *Glenculltn*, 2,610 ft.). A stiff climb, 10 to 12 min., lands you on the easier slope leading to the summit of Benbury, which is not specially worth attaining.

If you decide to omit it, bear to the right and presently follow the ridge to the S.E., which affords a grand view, left, of the stern corrie—climbable, see *p.* 193—above L. Glencullin, and leads up to **Benlugmore** (alias *Croch Glan Cullin*, 2,618 *ft.*)—say $1\frac{1}{2}$ *hrs.* from Mweelrea. The distinctive features of the view from it are the cliffs between it and Benbury, already noticed, and to the E. the Ummeragh glen, with its portal guarded N. by Cashcume (2,474 *ft.*) and S. by Bencreggan (2,283 *ft.*). We are not confident as to the best way off Benlugmore, but experience suggests a N.E. course down the ridge for about 12 *min.*, and then a zigzag down almost due S. The thing to remember is that the main stream in the valley, the *Owennaglogh*, has to be crossed. After rain this must be done well above its confluence with the Bundorrha River, and that means a good deal of heavy bog before you reach the road. If Dhulough House Hotel is your destination, you might descend by the ridge and get put across Dhu Lough by boat.

Ascent of Benbaun (2,395 *ft.*), the highest of the Twelve Pins. Tempted by fine weather, the writer, in Oct., 1895, made this ascent. It has not much to recommend it. The interior of the Pins group is utterly sterile, and Benbaun and its neighbours to the S. command wide but uninteresting views.

The only satisfactory starting-point (9 *m.* from Leenane) is from the road between Kylemore and Recess, about $1\frac{1}{2}$ *m.* above the head of Lough Inagh. There *Knockpasheemore* (1,362 *ft.*; map *p.* 181) sends down a spur to the road, and by this you can make direct to Benbaun. We only know this as a descent $1\frac{1}{2}$ *hrs.* to the road), and in ascending took the following route.

From the road we made along the S. flank of the spur, and soon reached some small farmsteads. Passing above these we kept on well up above the valley—a really wild gorge, with the bold quartzite cliff between Bencorrbeg and Bencollaghduff prominent on its far side. The going was bad, but when about at its worst a path was detected ahead ascending our flank of the gorge athwart the white streaks of outcropping rock-seams. To reach this path we bore up to the right and struck it beyond a small brook. The path ends some little way below the head of the gorge, but then is no longer needed. The *col*, Maumina (2 $\frac{1}{4}$ *hrs.* from the road), is comparatively narrow, and of grass with rock-masses. It is the watershed between the Inagh (which through the Ballynahinch Lakes reaches the sea at Cashel Bay) and the Owenglin (or Clifden) river. The valley of the latter is seen for a long distance, but is too uninviting to suggest a through route.

To the N. of the *col* is **Benbaun**, and it is a stiff half-hour of zigzagging up the rocky steep to the summit. Perhaps its W. side is least arduous. There is no real difficulty.

From Benbaun, down over Knockpasheemore, to the road also involves picking the way to begin with.

To the S. of the *col*, Maumina, a rocky scramble lands us on the depression between Bencollaghduff (2,290 *ft.*), left, and Benbreen (2,276 *ft.*), right. Hence it is merely a matter of grind and bog—a dull 3 *hrs.*—to descend along the W. side of the *Glencoughan* valley to the main road about half-way along Ballynahinch Lake.

Leenane to Delphi, 9; Dhulough House Hotel, 10; Louisburgh, 20; Murrisk, 28; Westport, 34 m. by road.

This is the coach road to Westport. It winds round the head of the Killary and affords lovely views. Just after passing Aasleagh the waterfall on the Erriff is seen, and then the N. bank of the Killary is skirted to Bundorrha, 7 *m.* The road then ascends along the Bundorrha River to *Fin Lough*, and passes behind **Delphi** to the foot of Dhu Lough. Following the N.W. shore of Dhu Lough to Glencullin Lough, the stern recess under Benbury (Glencullin) is specially noteworthy.

"A stream runs into the S.W. corner of Glencullin Lough, starting from a series of black sunless precipices, scamed with gorges and well-nigh 2,000 feet high. These can be climbed by two gorges at least from base to summit. The name of these cliffs is Askokeeran ('Ridge of the Mountain Ash'), and when the crest is gained a fine walk is the reward, over Benbury (2,610 ft.) to the highest point. **Mweelrea** (2,688 ft.)"—see p. 192A. From *Climbing in the British Isles: Ireland*, by H. C. Hart.

Thus far the journey has been both beautiful and interesting. Onward to **Louisburgh** it is dreary, and although along Clew Bay thenceforward, in full view of Croagh Patrick, it is unattractive until **Murrisk** (p. 210) is reached. The last six miles are the best after leaving Dhu Lough. *Westport Quay*, with its derelict warehouses, is passed, and then through *Lord Sligo's demesne* we reach the Mall at **Westport**, p. 209.

Direct road from Leenane to Westport, 21 m. This skirts the head of the bay through *Leenane Village*, at the junction of the Maam road, right. Turning left and looking down the Harbour we see it blocked by Mweelrea, and then at the top of a rise have, left, the drive leading to the Aasleagh—pretty view, looking back, of the islet-dotted mouth of the Erriff.

Devilsmother (2,131 ft.) and another hill (1,983 ft.) rise boldly on the right as we begin the steady ascent of the lonesome Erriff valley. From time to time Maumtrasna (2,207 ft.) on the right presents finely scarped and cup-like recesses, but the road is rather monotonous, and the little grove of trees about **Erriff Bridge** (*Pub. Ho.*; abt. 8 m. from Leenane) is a pleasant relief. From the rise beyond the bridge the view looking back of the mountains is really fine. Croagh Patrick (2,510 ft.) now gradually becomes the dominant feature, a huge cone springing from a desolate plateau. For some miles the road is monotonous. Of the *View of Clew Bay*, as you near **Westport** (p. 209), Thackeray shall tell. We have never been fortunate enough to see it as he did. The descent from the workhouse into the town is very steep.

"Presently, from an eminence, I caught sight not only of a fine view, but of the most beautiful view I ever saw in the world, I think; and to enjoy the splendour of which I would travel a hundred miles in that car with that very horse and driver. The sun was just about to set, and the country round about and to the east was almost in twilight. The mountains were tumbled about in a thousand fantastic ways. . . . Trees, cornfields, cottages, made the scene indescribably cheerful; noble woods stretched towards the sea, and abutting on them, between two highlands, lay the smoking town. Hard by was a large Gothic building—it is but a poor-house; but it looked like a grand castle in the grey evening. But the Bay—and the Reek which sweeps down to the sea—and a hundred islands in it, were dressed up in gold and purple and crimson, with the whole cloudy West in a flame. Wonderful, wonderful!"—*Irish Sketch Book*, chap. xix.

Galway to Cong, Maam and Leenane.

Galway to Cong, up Lough Corrib.

Steamers on weekdays in summer: Cong, *dep.* 8 a.m.; Galway, 3 p.m. Voyage about 3 hrs. Fares: 4s., 2s.; *ret.* 6s., 3s. In summer there are also excursion trips from Galway.

Cars from Cong village to Cong Pier; 1s. each passenger.

Lough Corrib, like so many of the lakes of Ireland, is a shallow depression which has been formed by the solution of the limestone by the carbonic acid in the water. It is about 20 miles long, and, S. of Knockferry nowhere over 20 feet deep and in many places not 4. Between Inchoigoil and Cong, and in the west arm, the deepest pits are 152 feet. In breadth it varies from $\frac{1}{2}$ to 7 miles, and except up the western arm, towards Maam, the shores are generally low and much indented. On the whole the scenery is distinctly tame, though in clear, bright weather the mountains of Eastern Connemara relieve it on the west. The lower end for about 4 miles is a broad and unbroken expanse; then it narrows and is dotted with many islands—not, however, “with one for each day in the year,” unless you count the little rocks which appear when the water is very low.

The steamer starts from Wood Quay and ascends the *Garrive River*, and in about 3 miles we see, right, *Menlough Castle* (Sir V. Blake, Bt.). Then we pass through the *Eglinton Canal* or *Friar's Cut*, which was part of a scheme to connect Galway Bay with Killala Bay along the great chain of lakes. Entering the lough, the devious navigable channel is marked by a double line of cairns, some with red beacons and gridirons. On the right, a mile away, are seen the black-marble *quarries of Anglihan*, and then nothing calls for mention, till, at the head of a little bay on the left, appears the ruined tower, *Hag's Castle*. At **Annaghdown**, right, where the steamer calls, was a whole group of religious foundations, according to Archdall.

An *Abbey* “Lough Orbsen,” the old name of Corrib, dating from before the 7th cent.; a *Nunnery*, in which St. Brendan, of Clonfert, died, in 577. His sister was the abbess. He is famous for his 7 years' voyage in search of the Fortunate Isles; a *Premonstratensian Abbey*; a *Franciscan Friary*; and the *College of St. Brendan*.

Soon, *Ballinduff Castle* appears on the right, and the lough narrows to half-a-mile at the second stopping-place, **Killabeg**, on the direct road, between Moycullen (*p.* 183) and Headford (*p.* 195). Passing, right, the beautifully placed *Clydagh House*, the lough widens and then we see, right, *Annaghkeen Castle* and, left, *Aughnanure Castle*. The mountains on the Maam arm now show to advantage, and our course winds among the islands, passing, left, *Inchshamboe*, “Isle of the White Cow,” with its charming villa. On *Inchoigoill* (see map) “Stranger's Isle,” about

4 miles short of Cong Pier, are the ruins of two small churches, one, St. Patrick's, is supposed to be the actual building founded by him, and there is also an inscribed stone, said to commemorate his nephew. *Ashford* (p. 197), Lord Ardilaun's seat, is on the left as we reach **Cong Pier**.

Galway to Clare-Galway, 6 m. ; Headford, 21 m. ; Cong, 31 m. ; or Ballinrobe, 33 m. by road. This is an interesting route, and besides the important ruins of Clare-Galway and Ross Abbey, which, to the antiquarian, are themselves worth the trouble of the journey, fine views of Lough Corrib and Lough Mask with the mountains beyond them are obtained between Headford and Cong. The direct route to Headford, 17 m., is not recommended.

The hotel at Headford may suffice for the night, or if Tuam is to be visited, then the evening mail-car (2s.) is available. Headford is 12 m. from Ballinrobe v. 206.

Leaving Eyre Square on the N., the road soon affords a fine view, looking back, of Galway and its Bay, and presently Menlough Castle is seen on the left. Through the hamlet of Killcen, noting its ruined tower—one of many fortalices in this district—and passing Killeen House, left (house not seen), we next note the tower of Kiltullagh Castle on the right, and another near Rocklawn, left.

Clare-Galway (*Pub. Ho.*) is a village on the river Clare-Galway. Besides the massive square tower of the *Castle*, close to the road, there are across the river the interesting ruins of a *Franciscan Friary* (or *Abbey*), founded about 1290 by John de Cogan. Its church, cruciform, has a fine arcade of pointed arches springing from round pillars on the N. side of the Nave, and the arches of the graceful central tower are beautiful. Note also the chancel with its empty east window and plain lancets on each side.

At *Laghtgeorge* (8 m.) the road forks (right to Tuam), and we take that to the left, which, 2 m. onward, skirts the grounds of *Cregg Castle*, and bearing left, passes the hamlet of Cregg and the Curragbeg Monastery. The view up and down stream from the bridge over the little River Cregg, close to Cregg Mill is pretty. Presently (about 17 m.) Annaghdown Castle and church, some distance apart, are seen left on the shore of Lough Corrib, and a road diverges towards them. The small Cloneen Castle, left, is seen about $1\frac{1}{2}$ m. further on.

Headford (Hotel: *Macormack's*) is a rather bright town-village of 600 inhabitants adjoining the park of *Headford Castle*. The nearest railway stations are Ballinrobe, 12, and Tuam, $12\frac{1}{2}$ m., which is also its Post Town, whence there is an early morning mail-car (2s.). The car starts back in the evening.

The town is featureless, but abt. $1\frac{1}{2}$ m. N.W. on the S. bank of the little *River Black* is the fine ruin of **Ross Abbey**. A good general view is obtained of it when over the river on the road to Cong, but it should by all means be visited. Leave the town westward, and about a mile from the Market Place turn to the right for $\frac{3}{4}$ m. Its immediate surroundings are rather pretty, but the neighbourhood is dreary enough. Originally founded abt. 1348 for Franciscan Friars, it adopted the reformed rule and became Observantine in 1470.

The ruins comprise the great church, cloisters, and a very complete group of domestic buildings. The church has a good W. doorway. In the wall of the chapel, E. of E. Transept, there is an O'Donnell tombstone, 1646, bearing their arms. Another in the Nave to a priest is dated 1687. The abbey was long a favourite burial-place, and of unburied skulls and bones there are any number, both inside and outside the building. A memorial to the right of the High Altar prays for Ullick Burke and his wife Kate Lynch, son of John Burke of Castle Hacket. This is dated 1711 [Castle Hacket, the old tower and the modern residence, respectively S. and N. of the Tuam road, about 7 m. from Headford]. Ross Abbey was not finally deserted until 1753. The ruin has in modern times been repaired.

The Nave is divided from the chancel by a depressed round arch, and the latter has a beautiful E. window which, in style, appears to have belonged to the earliest part of the buildings. The *Cloisters*, which are small, resemble those at Kilconnell (p. 173), passage-like, foreign-looking, and heavy. The *Domestic Buildings* (kitchen, guest-hall, &c.) are to the north of the cloister.

From Headford to Cong (10 m.) the road crosses high ground, and commands L. Corrib and L. Mask with the mountains on their far shore. When across the *River Black*, look back at the ruins of Ross Abbey. Presently the tower of Moyne Castle is seen on the right, and about half-way we pass through the hamlet of *Glencorrib*, and 2 m. further the hamlet of *Cross*, where we turn left for **Cong**. The right-hand road goes to Ballinrobe (p. 206).

Cong (R.S.O., *Co. Mayo*; *Pop.*, 227; *Carlisle Arms*, indifferent; nearest station: Ballinrobe, 8 m.; p. 206) is a poor-looking little village, with many tumble-down, tenantless houses, that are all the more noticeable from their proximity to the magnificent demesne of Ashford, which occupies the whole region between the village and Lough Corrib. This demesne, the old abbey and the vagaries of the river that worms its way through the limestone wilderness separating Lough Mask from Lough Corrib, are the attractions for tourists, who, by driving from Cong to Leenane, will approach Connemara in perhaps the most effective way, though the popular route is from Galway or Westport.

On entering Cong, either from Lough Corrib or Ballinrobe (p. 207), the traveller will notice the ruins of the *Canal* or the "Great Blunder" as it has been well called. The works, on a very large scale, were undertaken during the famine of 1846-7, for the double purpose of saving the starving people and opening a channel between Lough Corrib and Lough Mask. The engineer, however, forgot the permeable character of the limestone, though the subterranean propensities of the streams all around were sufficiently obvious. The canal, it turned out, would not hold water.

In the middle of the village is a plain stone cross with the remains of an Irish inscription, no longer decipherable, but commemorating two abbots of Cong.

Cong Abbey (*key at cottage by the gate; gratuity*) is within a stones-throw of the hotel, and on the east side of the river, which has just above bubbled up into the open air after a long underground course. The cloisters (all the arcading clever modern work done by a local mason in Sir B. Guinness' employ) are entered from the west.

The abbey was founded in the 7th cent. by St. Fechin, but the existing ruins date from the end of the 12th cent., when the Romanesque style was giving place to Early Pointed. The latter predominates here. Of the history of the Abbey little is known, except that Rory (Roderic) O'Connor (d. 1198), the last native king of Ireland, spent the last fifteen years of his life in it. After suffering the usual indignities in the days of Henry VIII. and Cromwell, the "place and all around it" was allowed to fall to rack and ruin until Sir Benj. Guinness, father of the present Lord Ardilaun, took it in charge and prevented further desecration. Even now the interior is none too tidy.

As a whole, the *Church* (*entered from road*) is rather apt to disappoint expectations founded on photographs. It is entered by a

doorway with fine moulding, in the north wall of the chancel, the chief remaining part of which is the East Window of three Pointed lights, lofty and narrow. The floor is strewn with flat tombstones, one of which is pointed out as covering the bones of Rory, though he was buried at Clonmacnoise. The west end is so covered with ivy, that it is difficult to distinguish its features from within, and to see it from without, one has to enter by a gateway on the south side of the abbey. From the chancel we pass through the belfry tower to the *Refectory*, beyond which is a collection of bones in a railed-off charnel-house with an empty coffin. The west side of the refectory has a Transition doorway with zigzag moulding, and four members on the outside, the shafts having finely carved capitals. West of this, and adjoining to the nave, are the *Cloisters* (*above*), which, as at Sligo, are the gem of the building. Pieces of beautiful trefoil-headed arcade at each corner were put up about the middle of 19th century. For the **Cross of Cong**, see Royal Irish Academy, p. 9.

Ashford. The grounds of this princely demesne extend to the south of Cong, from the pier a mile east of the village to about the same distance west of it, lying entirely between the high road and Lough Corrib and intersected north and south by the river. The part east of the river, which was formerly a separate property, called *Strandhill*, is connected with the opposite side by a handsome bridge, close to the mansion, but is not open to visitors. The gardens, exterior of the mansion, and the pheasantry and deer park may be visited by order obtainable from the agent in the village. To reach the entrance lodge go north out of the village over an embankment, to the right of which the clear stream bubbles up out of the limestone. On the left it forms the mill-pond, and on the same side you pass the deserted mill. A little further, 5 min. from the village, avoid a fork of the road to the right and you come at once to the lodge, the keeper of which conducts visitors as far as the *House*, a splendid baronial mansion with a courtyard hardly yet finished, and approached through grandly timbered grounds. One of the gardeners will then show the *Gardens*, which extend to the shores of Lough Corrib. The wooded shores and islands of the lake add to the luxuriant beauty of the scene, which is in striking contrast with the untutored wildness of the surrounding country. Many plants requiring a specially mild climate—the tobacco and castor-oil, for instance, flourish. The hothouses, of no special note, are also shown.

Quitting the gardens we may proceed to the pheasantry—a circular building in which a variety of kinds of the Phasian bird may be seen strutting about in large wire cages. The breeding pens are in an adjacent field. Hard by is a Tower, by ascending which we get a fine view of the neighbourhood. Then we generally return to the Abbey Gate, where the guide will be waiting, and Cong.

Other curiosities of Cong are the deep holes, at the bottom of which the streams connecting Lough Mask and Lough Corrib show themselves for a few yards—shafts in a long water tunnel. The whole of the neck (*cunga*, whence Cong) between the two lakes is a rough and permeable plateau of limestone. These shafts have fanciful names. The "*Ladies' Buttery*," "*Horse Discovery*,"—from a story that the ground gave way while a team of horses were ploughing above it—"Webb's Hole," etc. Several of them are in the private grounds of Ashford, but the one best worth visiting is the **Pigeon Hole**, 20 minutes walk from the village.* To reach it proceed to the right of the mill as on the way to the Ashford Lodge, and at the fork beyond take the right branch. A little further on, after clearing the wood, the rough ground is dotted with small cairns raised by funeral parties—"simple annals of the poor." The chief one bears the inscription—

I H S

PRAY FOR Y S
OVLES OF JO
HN JOYCE &
MARY JOYCE
HIS WIFE WHO
DYED Y 6 OF
AGVST 1717

Beyond this a lane goes off to the left between two cottages. At the nearer one lives the woman who, provided with a bundle of straw, shows the way to the hole. It lies a little to the left of the lane in a planting some 300 yards from the cottage. A descent is made by about 60 steps, at the bottom of which the stream is discovered making its way through a channel of boulders. The guide lights the straw and waves it about, but the effect is nothing very wonderful.

It was in a bay near this end of Lough Mask, on the W. side that the bailiffs Huddy were murdered (drowned) a few years ago.

Returning to the cottage, we may turn to the left—along the road from Cong, and avoiding a lane to the right we ascend across a field to a slight eminence (*Blake Hill*) marked by a built-up cairn, from which there is a good view over Lough Corrib, south, and Lough Mask, with the mountainous Joyces' country, crowned by Maamtrasna (2,207 ft.), north. The sterile limestone plateau stretches nearly all the way round, except where it is broken by a green oasis and a farmstead or two.

All about this country there is a profusion of ferns that love the limestone.

Cong to Maam, 15 m.; and **Leenane**, 23 m. The small hotel at Maam, where a car may be had, is the only inn on the road. The journey from Cong to Maam may also be made by boat with two men for about 12s.

* A candle or two, or a flare-up of some sort will be useful.

The road skirts the Ashford demesne (*see p. 197*), passing the entrance Lodge, and with Benlevy (1,370 ft.) in front, and in $3\frac{1}{2}$ miles makes a slight descent to the shore of Lough Corrib, passing between it and Benlevy. To the right is Ebor Hall. Then we ascend a small valley to a gap, whence a steeper hill winds down to the narrow western arm of the lough, the only part of it displaying mountain scenery. On an island close beneath us are the fragments of *Castle Kirke* or the *Hen's Castle*, the story being that, after having been built in a single night by a witch and her hen, it was presented, together with the hen, to the O'Flaherty with the assurance, that if he was at any time besieged, the hen would lay eggs enough to enable him to hold out. In an evil moment O'Flaherty killed the hen and of course paid the penalty. We have now the Mamturk range, one of the finest in Connemara, directly in front of us, while across the bay, on the left, is Leckavrea. Soon after, the lake dwindles to a wide sluggish stream, and we reach **Maam**, which consists in the main of a humble hotel and a Post Office. The river (which is crossed just opposite the hotel by the branch road to *Maam Cross* ($4\frac{1}{2}$; *p. 184*) traverses a wide, slightly cultivated valley in a deep sluggish stream. Behind the hotel, Lugnabricka rises to a height of 1,628 ft.; in front we look across to the Mamturk range.

Beyond Maam the road to Leenane ascends very gradually the wide valley, from the middle of which rises a minor hill called *Knocknagur* (971 ft.). Behind it the bold outline and rocky corries of the Mamturk range are very fine. Trees are rare, but at *Kilminkin* (3 m. from Maam) there is a fair sprinkling, as well as a school, a few cottages and a R. C. Chapel. A mile further at Griggin's, a road strikes off to the right for the mountain-girdled *Lough Nafoeey*, *p. 207*.

The hills on both sides now become greener and less bold. The gap in front is filled up by Bengorm (2,303 ft.), which rises from the north shore of Killary Harbour. From the watershed, about 250 ft. above the sea, the steep descent upon Killary Harbour is one of the finest "bits" in this delightful region. You join the main road $\frac{1}{3}$ m. E. of Leenane Hotel (*p. 192*).

DUBLIN TO WESTPORT AND ACHILL.

(By Midland Great Western Railway.)

Distances : Mullingar, 50 m.; Athlone, 78 m.; Manulla Junction, 146 m. Westport, 161 m.

The early down trains and most of the up trains connect with North Wall. The Limited Mail in each direction connects with Kingstown.

For Tourist Tickets with rail and hotel combined, see M.G.W.R. Tourist Programme.

Refreshment Rooms : Dublin, Mullingar, Athlone. Breakfast (2s.) at Dublin from 7 to 9 a.m.

The routes to Ballina and Westport are identical as far as Manulla Junction, 146 m.

On leaving *Broadstone Terminus* (plan B, 4) we see, right, O'Connell's Monument at Glasnevin and, left, the Wellington Testimonial, in Phoenix Park. The line on to Mullingar follows closely the Royal Canal which connects the Upper Shannon with Dublin. Passing *Blanchardstown*, $4\frac{1}{2}$ m., the Dublin Observatory is on Dunsirk Hill, right. At *Clonsilla*, 7 m., is the junction for Trim and Navan; see *Ireland, Part I.* Onward to *Lucan*, 9 m., we obtain pretty views, left, across the Liffey valley to the Dublin Mountains.

Lucan (*Hydro' and Spa Hotel*), about $1\frac{1}{4}$ m. S., prettily situated on the Liffey, is served from Dublin by tram from Parkgate (p. 13) to Leixlip (*below*). Its fame as a spa has revived, and it is a favourite residential neighbourhood. There is a public entrance through the hotel grounds into Colonel Vesey's demesne, and the delightful river-side walk to Leixlip (*no cycling*).

Next, right, is seen the ruined tower of Confey Castle, and we cross the Rye Water to *Leixlip*, 11 m.

The station is $\frac{3}{4}$ m. N.W. of **Leixlip** (also steam-tram from Dublin, Park Gate), and about a mile from the picturesque *Salmon-leap* on the Liffey, whose waters there form a broken fall. *Leixlip Castle*, an Anglo-Norman foundation, is on the river bank. It has been converted into a private residence.

Pleasant Walk. From Leixlip station walk to the Salmon-leap and back, then inside the demesne (pedestrians allowed, not cyclists) along the Liffey to (2 m.) Lucan.

Celbridge, the home of Swift's "Vanessa" (Esther Vanhomrigh), is $3\frac{1}{2}$ m. S.W. from Leixlip and $1\frac{1}{2}$ m. N. from Hazlehead (p. 55) on the G.S.&W.R.

Maynooth (15 m.; Hotel: *Leinster Arms*, 3 min. from Station) is a town of about 900 inhab. Near the station are the ruins of the castle of the Geraldines of Kildare, which was founded in 1176, and much strengthened in 1426. The Keep is the principal part remaining, but there are sundry other towers and works. The *College*, seen on the right from the line, enclosed by a wall, is for the education of candidates for the R. C. priesthood. It was established in 1795, and from that date down to 1869 received a much-debated parliamentary grant, which was then commuted.

The present large and handsome buildings were erected in 1846 by Pugin. The *Parish Church*, close by, has an unusually massive W. tower, which is supposed to have been erected partly with a view to defence. At the east of the town is the main entrance to *Carton* (Duke of Leinster), and the fine park is open to the public on weekdays. The mansion, classical in style, was built in the last century.

After passing *Kilcock*, 17 m., we enter on a flat district, which beyond Moy Valley becomes bog with slight interruptions till we approach Mullingar. There are stations at *Ferns Lock* (21), *Enfield* (26½), Branch to *Edenderry*, 37½), *Moyvalley* (30½), *Hill of Down* (35½) and *Killucan* (41½).

Mullingar (50 m.; Hotel: *Greville Arms*, 10 min. from Sta. in the main street), an important military centre and market town of 5,300 inhabitants. In itself it is uninteresting, but it is a good headquarters for the angler who would fish the famous **Westmeath lakes**.

Of these the chief are *Belvedere Lake* (or Lough Ennel), 2½ m. S.W.; *Lough Owel* 3 m. N.W.; and *Lough Derravaragh*, the nearest point for which, Taghmon Bridge, is 7 m. N. The nearest inn to this lake (3 m.) is, at **Castlepollard**, 13 m. N. by road. The green-drake (natural fly), which appears first on Belvedere towards the end of May, is used with a blow-line of silk, and the fish are both large and singularly handsome. They run largest in Lough Owel, 10 to 12 lbs. each being not very uncommon. From April to October trout, pike, and perch are taken in large numbers by spinning.

From Mullingar the Sligo line (*Ireland*, Part I.) diverges to the North whilst ours bends South-West. Lough Belvedere is well seen on the left. The stations passed are *Castletown*, 58 m., *Streamstown*, 62 m. (branch left, to *Clara*, 7 m.) and *Moate*, 68½ m. Then past Moydrum Castle (Lord Castlemaine), right, we soon get a fine view, as we cross the Shannon, of the Bridge and Castle of **Athlone**, 78 m. For continuation of rail to *Ballina* and *Westport*, see p. 205; to *Galway*, p. 173.

Athlone.

Railway Stations: *M.G.W.R.* across the Bridge, W. of the Shannon *G.S. & W.R.* (for Portarlington, p. 56) at the W. end of the town but E. of the Shannon. The stations are nearly ½ m. apart.

Hotels: *Prince of Wales*; Ramsay's *Victoria*, clean.

Post: English mails, *del.* 8 and 11.40 a.m.; *desp.* 3.30 and 10.20 p.m.

Boats: at the strand near the bridge; 1s. an hour, 2s. 6d. a day; to Clonmacnoise and back, including man, 10s.; up Lough Ree, visiting islands, to Knockcroghery, including man, 5s.

Shannon Steamers, see Pink Sheet.

Athlone (pop. 6,742) on the Shannon, about 2 miles from the foot of Lough Ree, is an important trade and military centre but has little to show the traveller. From the *M.G.W.R.* station we

proceed past the *Castle* (the original castle is attributed to Prince John; the only old part is the keep), whose massive towers are comparatively modern. It is now used as a barrack. It overlooks the Shannon, here crossed by a handsome bridge, opened in 1844, from which there is a good view of the iron railway bridge, with two river-spans of 175 feet.

The *old bridge* was in June 1691 the scene of as stubborn a fight as is to be found in history. Ginckell, William's general, had already made himself master of the town on the E. bank, and the Irish on the W. bank, awaiting the arrival of St. Ruth, were but few. They determined to hold the bridge which was narrow and also cumbered by mills, so that the numerical superiority of the English was of little avail. Step by step the handful of Irish under Colonel Fitzgerald were forced to give ground, but at length the bridge was broken down behind them, and the few who were left plunged into the river and swam to the W. bank.

The *Castle* having been bombarded for more than a week and the bridge repaired, it was determined to carry the works by assault, but again the bridge was destroyed by the Irish, and their foes had to pass the river by a ford a short distance lower down. This time the resistance was feeble, as St. Ruth had drawn off his forces. For the battle of Aghrim, see *p.* 173.

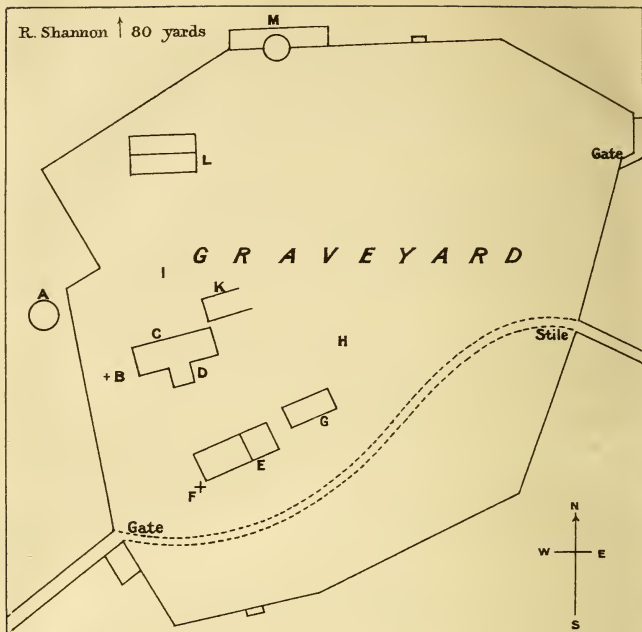
Of **excursions** from Athlone three only call for description: to the *Seven Churches of Clonmacnois*; to "*Auburn*"; and up *Lough Ree*. Of these, the second does not readily combine with any through route, but Clonmacnois may be taken on the way to Galway, rejoining the rail at Ballinasloe, and Lough Ree will be fairly seen if a boat be hired to Knockcroghery (*p.* 206) on the line to Ballina and Westport.

1. To the Seven Churches of Clonmacnois, about $12\frac{1}{2}$ *m.* (10 Irish), from the hotels. Car (2 passengers) there and back, including driver, 12*s.* 6*d.*; Athlone *via* Clonmacnois and Shannon Bridge ($16\frac{1}{2}$ *m.*, 14 Irish) to Ballinasloe (26 *m.*, 21 Irish) including driver, 18*s.* For *boat-and-man* to Clonmacnois (abt. 8 *m.*) and back, see *p.* 201. The ruins are well seen from the steamer, *p.* 226.

In fine weather, the row or sail down the Shannon is to be preferred, unless the traveller is going by road on to Ballinasloe, in which case he would have to walk the 4 miles to Shannon-bridge, because no cars are to be had at Clonmacnois.

By river. Starting from the Strand, in about 4 miles we reach Long Island, with a cairn at the far end. The islet of Inchinallee is about 2 miles further down. There is nothing on either bank to call for notice, and the low land on each side is often under water so that the channel is marked by posts.

By road. Take the right-hand street at the fork just beyond Haire's Hotel. On quitting the town the road is well wooded, particularly at *Glenwood House*, 2 *m.* further, where it forks and we go to the right. Crossing a hilly country a glimpse of the Shannon is obtained, right, and then skirting the demesne of *Ballynahown Court* we bend round it, right, through the village ($6\frac{1}{4}$ *m.*) of that name. Onward the road is nearly straight, but crosses such a



SEVEN CHURCHES OF CLONMACNOISE.

- A.—O'Rourke's Round Tower.
- B.—The Great Cross.
- C.—Cathedral (Teampull McDermot).
- D.—Sacristy, with octagonal belfry.
- E.—Teampull-húrpan.
- F.—Cross.
- G.—O'Melaghlin's Chapel.
- H.—Teampull Kieran.
- I.—Cross (shaft only).
- K.—Teampull O'Kelly.
- L.— „ Conor (Parish Church).
- M.— „ Fineen and Round Tower.

N.B.—The E. gate leads past the "Carn of the Three Crosses" to "Relick Calliagh."

The Stile leads to cottages said to be on the site of the residences of the Dean and Chapter.

The S.W. gate leads to the "Castle" or "Palace" and St. Kieran's Well.

number of little gravel-ridges that it is not what a cyclist would appreciate. The country traversed is also desolate, and the several hamlets passed wretched to match. When two towers are close at hand on the hill in front, just beyond a hamlet, a lane, on the right, leads to the few cottages constituting the hamlet of Clonmacnois, and the car will go that way and wait, but we recommend the traveller to leave it and walk the few yards over the hill so as to enter the graveyard of the churches from the west.

Clonmacnois ("the meadow of the sons of Nos") has been holy ground ever since St. Kieran (or Kyran) founded his abbey here in 548. The place soon became famous and was so richly endowed "that almost half of Ireland was said to be within the bounds of Clonmacnois; and what was a strong inducement and contributed much towards enriching this house, it was believed, that all persons who were interred in the Holy Ground belonging to it, had insured to themselves a sure and immediate ascent to Heaven . . . it was the Iona of Ireland; yet notwithstanding the reputed sanctity of this monastery... the abbey and town were frequently plundered, burnt and destroyed by despoilers of every kind, from the unpolished Irish desperado, to the empurpled king." *Archdall*.

On the bank of the Shannon, about a furlong below the graveyard are the massive fragments of the "Bishop's Palace" or rather *Castle*, founded in 1214 by the Anglo-Normans, who three years before had pillaged the Abbey.

About 300 yds. S.W. of the Castle, about 20 yds. from the road, in a field between the road and the river, is *St. Kieran's Well*.

Proceeding now to the graveyard, the accompanying sketch-plan indicates the existing ruins. *O'Rourke's Round Tower* (A), now 62 feet high, has the top of the doorway 11 ft. from the ground. It is 18 ft. in diameter externally, and 10 ft. inside—a safe refuge; see *Introduction*, p. xiv.

The **Great Cross** (B) which for many centuries has been known as "the cross of the Scriptures," bears remains of Irish inscriptions: on the W. "A prayer for Flann, son of Maelsechlinn"; on the E. "A prayer for Colman, who made this cross on the king Flann." It is 15 feet high, and covered with sculpture now scarcely decipherable. Flann (*d.* 915) was king of Meath; Colman (*d.* 924) was abbot of Clonmacnois, and by them the so-called **Cathedral** (C) was founded, though the existing building, also called *Teampull McDermot*, from its rebuilders, is of the 14th cent. Petrie was inclined to assign the capitals of the great W. doorway to the original church, built in 904. On the N. side, towards the W. is a fine Perpend. doorway, with sculptures above it representing St. Patrick between St. Francis (head gone) and St. Dominick. The doorway was wilfully mutilated in 1864. In 1865 the ruins were partially repaired by the Kilkenny Archæological Society. On the S. side is the Sacristy (D), with a small octagonal belfry. The *Cross* (I) has lost its head but is richly sculptured. *Teampull O'Kelly* (K) is now represented by ruined foundations about 2 ft. high. The *Cross* (F) is a fine example, though not so large as (B).

Of *Teampull-húrpan* (E) no details of interest are left, -but the *O'Melaghlin Chapel* (G), also known as *Teampull Ree* (12th cent.) has a lancet light at the E. end of the S. wall and two round-headed lights at the E. end. *Teampull Kieran* (H) is very small and featureless, and was probably only an oratory. Of *Teampull Conor* (L), founded in the 10th cent., there is an original round-headed doorway. This building still serves as the Protestant Church. *Teampull Fineen* (M) is said to have been built by Fineen M'Carthy in the 13th cent. It has an interesting chancel arch and the remains of a piscina. At the S.E. angle of the nave, and attached to it is *M'Carthy's Round Tower*, 55 ft., with the door level with the ground. This points to its use merely as a belfry, and it is obvious that O'Rourke's great tower would suffice as a place of shelter.

The cottages in the lane over the stile (see plan) are supposed to occupy the site of the residences of the Dean and Chapter.

The E. gate (see plan) leads, by the Pilgrims' Way, past the "Carn of the Three Crosses," where a hollow stone (about 180 yds. from the grave-yard) may have been the base of a cross, to *Relick Calliagh* (about 300 yds. further), which was the chapel of a Nunnery founded or rebuilt by Devorgilla, daughter of O'Melaglin (see G) king of Meath, in 1168. It is an interesting ruin, and has a beautiful chancel arch. The rest of the Nunnery has disappeared.

In 1886 St. Kieran's Day (Sept. 9) was, for the first time for many years, celebrated by a great gathering of Roman Catholics. The graveyard is as full as it can hold with tombstones, amid which, however, we failed to discover memorials of 9th and 10th century abbots, which are said to exist.

Clonmacnois to Shannonbridge, 4½ m., Ballinasloe, 13½ m. The road follows the left bank of the Shannon at a short distance from the river all the way to **Shannonbridge** (Pub. Ho.), a village of no interest to the tourist. The road crosses the Shannon by a long bridge and is thence as straight as may be, and as dull, all the way to Ballinasloe (p. 173).

2. To Auburn, 8 m. This is a pleasant drive, but its interest arises from the popular identification of the hamlet of Lissoy with the "Sweet Auburn" of Goldsmith's *Deserted Village*.

About 3 miles from Athlone we reach Ballykeeran village, and then for more than a mile skirt Lough Killinure, an offset of Lough Ree. Then, turning eastward, our road turns to the left at the cross-roads at Glasson, 5 m., and is then direct, 3 miles more, to **Auburn (Inn)**. The traveller, "Goldsmith" in hand, will have no lack of cicerones to point out the several local allusions, but he will not fail to agree with Macaulay that the poet "had assuredly never seen in his native island such a rural paradise, such a seat of plenty, content, and tranquility as his 'Auburn.'"

Oliver Goldsmith was born (Nov. 29, 1728) at Pallas, near Abbeyshrule. We have not visited the spot, but Macaulay says of it "Even at this day those enthusiasts who venture to make a pilgrimage to [it] are forced to perform the latter part of their journey on foot. The hamlet lies far from any high road, on a dreary plain, which in wet weather is often a lake. The lanes would break any jaunting car to pieces." While the poet was still a child his father, "the village preacher," "passing rich with forty pounds a year," removed to Lissoy. The type of "Sweet Auburn" has with more reason been assigned to some Kentish village. The other side of the picture, whether true of Auburn or not, might be identified with too many places in Ireland.

3. **Lough Ree.** *For boats see p. 201; for steamer Pink Sheet.*

The scenery of this great "broad," as it would be termed in Norfolk, is exceedingly pretty when set off by bright weather. At other times, the shores being nowhere more than a few feet above the water, the non-angling tourist need not devote much time to it. A good plan for those going west to Ballina or Westport is, to make an early start and visit some of the principal islands and Rindown Castle, catching the train about 12.45 p.m. at Knockcroghery (*pron.* Knock-cro-ree) station, which is a short mile from the landing place.

The south or main portion of the lough is about 6 miles long by 4 broad. North of that it sends out a great arm eastward, to the mouth of the Inny, while the north arm is from 10 to 11 miles long to the inflow of the Shannon. The bed of the lake is limestone, and the shore is everywhere exceedingly indented and in parts beautifully wooded. Except to visit the islands the most picturesque route is to keep fairly near the shore. At the S.E. corner the lough is connected with Lough Killinure (*p.* 204), which forms indeed a land-locked bay of it.

Starting from the Strand it is about 2 miles up the Shannon to the lough, and then another 2 miles N.E. to the charmingly wooded *Hare Island*, on which Lord Castlemaine has a residence. Thence a course nearly due N. brings us in 2 to 3 miles to Inchmore, which as its name implies is the largest island, though of inconsiderable size. This forms the beginning of an archipelago in the middle of the lough, and leaving it to our right we stretch across N.W., 4 miles, for Safe Harbour on the Roscommon shore. This bay is formed by the narrow cape on which are the picturesque ruins of Rindown Castle, dating from the 11th cent. The principal part left is the keep and a long bit of wall with remains of towers. Proceeding up the lough which here contracts to something over a mile in width, the west shore is charmingly wooded. Approaching Inchcleraun our course is westward up the bay to Knockcroghery (*p.* 206).

Rail continued *from p.* 201. On leaving Athlone we get a view of it in the right rear, and then in a minute or two have charming peeps, right, over Lough Ree, including Hare Island and another islet to the left of it, and then after crossing a bit of bog, see, right,

the ruin of a small tower on a hillock at the head of a featureless bay of the lough. Just before reaching *Kiltoom*, 84 m., there is a good view again, including the wooded *Inchmore*. Beyond *Kiltoom* the limestone shows on the surface, and we run through a stony country to *Knockcroghery*, 90 m. The church is seen on the left. The village (*Pub. Ho.*) is engaged in the manufacture of tobacco pipes which are made from clay imported from Cornwall.

Onward to *Ballymurry*, 93 m., there is nothing to observe unless it be a heron or two and the Royston crows, light breast and back, which seem to be common hereabouts. The hill on the right, some distance away, is *Slieve Baun* (857 ft.). On the left, we pass the well-wooded *Mote Park* (Lord Crofton) and then reach *Roscommon*, 96 m.

Roscommon (*Royal Hotel* ; *Mitchell's* ; both small) is the chief town (pop. 1,994) in the county, but except for the antiquary offers nothing of interest. The *Castle* (10 min. from station), fairly seen from the railway, was founded in 1269 by Robert de Ufford, Justiciary of Ireland. It consists of a great quadrangle, with a round tower at each angle and a gate-house. The residential buildings in the inner court remain but are of no particular interest.

The *Abbey*, originally founded by St. Coeman, in the 6th cent., afterwards belonged to Canons Regular (Augustines). The considerable ruins of the abbey church appear to date chiefly from 12–13th cent. In the chancel is an effigy said to be *Felin O'Connor*, King of Connaught, who founded a Dominican Priory at Roscommon, in 1257, and dying in 1265 was buried in the abbey.

The remains of *Derrane Abbey*, 2 m. N.E., are insignificant.

The fine woods of *Donamon Castle* are on the left, as we near *Donamon*, 102 m. Besides the station, *Ballymoe*, 107½ m., there is nothing to remark on the way to *Castlereagh* (113 m.). [*Loughglinn Ho.* (abt. 6 m. N.W.) is now a Franciscan nunnery.] Then the line enters on a boggy district, at first reclaimed and then in its original dreariness. At *Ballinlough*, 119 m., *Lough O'Flynn*, with an islet but otherwise featureless, is on the right. *Nephin* (2,646 ft.), round topped, now comes into view on the right, and the infant river *Suck* is crossed. *Ballyhaunis* (124 m. *Railway*) is rather an oasis after much dreariness. The land hereabouts was part of Lord Dillon's very poor property. There is nothing to record on the way to *Claremorris*, 135 m., the junction for *Ballinrobe*. **Claremorris** (*Imperial*, small with shop attached ; *Ref. Rms.* at station) is of no interest for the tourist. *Rail on to Westport*, p. 208.

The branch to *Ballinrobe*, 12 m., has an intermediate station, *Hollymount*, a long mile E. from the neat village and well-timbered *Park* of that name.

Ballinrobe (*Valkenburgh's Hotel*, very fair) is a neat and rather sombre town of 1,800 inhab., on the *Robe* which flows into *Lough Mask*, about 4 m. W. To the W. of the main street there is a pleasant riverside walk. As the recognised headquarters of *Mask anglers*, *Ballinrobe* is well known, but the tourist has scarcely found it out. The fine ruins of *Ballintober Abbey* (10 m. ; p. 208) should be seen. The route "*Ballinrobe to Leenane*," p. 207, may fairly compete with that from *Westport*.

Ballinrobe to Cong (8) by road is over a flat plain with the Partry Mountains visible to the right, across Lough Mask. The highest of them (2,207 ft.) is Maumtrasna, a name only too familiar in the records of agrarian crime. To the right, further away, rises the graceful cone of Croagh Patrick. Capt. Boycott's house (whence "Boycotting") is near at hand on the right, but not seen. At the hamlet of Neele (4 m. from Ballinrobe), there is a pyramidal monument on the left of the road, and a little further we come broadside on to the wall that encloses the extensive demesne of Lord Ardilaun (Guinness). The road to the left and then right again round the wall leads to the pier; that to the right takes us direct into Cong. Just before entering the village we see on the right the Titanic ruins of the canal by which an abortive attempt was made to effect a navigable channel between Lough Corrib and Lough Mask (*see p. 196*).

For **Cong** *see p. 196*.

Ballinrobe to Clonbur, 9; and Leenane, 28 m.

Clonbur to Maam Bridge, 14; and Maam Cross, 18½ m. About 1½ m. S. from Clonbur this road joins the road from Cong to Maam, which is described *p. 198*.

Leaving Ballinrobe as for Cong, the Clonbur road diverges to the right, as you leave the town, in the direction of Lough Mask, across which the view extends to the Partry Mountains. After passing the ruin of Mask Castle on the shore of the lough, you cross the course of the maladroït Canal (*p. 196*) and 2 m. onward join the road from Cong to Clonbur, where you go to the right and pass from Co. Mayo into Co. Galway.

Clonbur (*Mount Gable Hotel*, very fair), 4 m. W. from Cong (*p. 196*), is as we have said an angler's rendezvous, being close to Lough Mask, on which to the W. of the village are Rosshill (Earl of Leitrim), Benlevy Lodge and Petersburg House. Rosshill takes its name from the ruins of the Franciscan monastery, Ross Abbey, on the lake shore.

The road from *Clonbur to Leenane* (19 m.) is at first only separated from Lough Mask by the properties just named. About 3 m. from Clonbur it is carried by a bridge—fine view—over the narrow channel which forms the entrance to the western arm of the lough. Then it runs parallel with this arm and the river Finney to the hamlet of *Finney*, 6, and still following the river reaches the foot of **Lough Nafaoey**, 7¼.

Here a road, very steep to begin with, diverges to the right through the hills down to the head of the Derrypark inlet of Lough Mask. It is a beautiful drive along Lough Mask by Tourmakeady to Partry and Ballinrobe—the tour of Mask thus being about 40 miles.

The road to Leenane runs the full length of Lough Nafaoey, and passing round its head discloses a fine view of the picturesque gorge down which the Fooley tumbles into the lough. It then rises by a great loop to a considerable altitude, and then descends to Griggins (map) and joins the road (*p. 199*) from Maam to Leenane, 5 m. short of the latter.

From Claremorris, across the Plains of Mayo, past *Balla* (142 m.; *Commercial*) is utterly dull, but the country becomes a little wooded approaching **Manulla Junction**, 146 m., and Croagh Patrick shows its cone, left.

Just beyond the junction we cross the Manulla River, and then have nothing to note until we reach *Castlebar*, 150 m., of which the Lunatic Asylum as well as the town are seen on the right from the line.

Castlebar (Hotel: *Imperial*) is the capital of Co. Mayo, and rather a well-to-do town of 3,500 inhabitants, on a small river connecting Castlebar Lough just W. of it with Lough Cullin. The Mall is a pleasant spot and a fine avenue leads to the entrance of The Lawn (Earl of Lucan). There is no fishing of much moment near at hand except for pike and perch (Lough Saleen, close to the station), and the only importance of the place for the tourist is that it offers tolerable accommodation within reach of Ballintober Abbey, about 9 miles to the south. This might be taken on the way to Ballinrobe (18 m.) and Cong (25 m.) by making a short détour. If the Abbey be taken on the way to Westport, then a drive of about 20 m. might include the curious *Aile Cavern*—the subterranean course of the Aile—*Aghagower Round Tower* and ancient chapel. The cavern can only be examined when the stream is low, and a flare-up is required. Get a guide in the village.

Ballintober Abbey, founded in 1216 by Cathol, king of Connaught, for Canons Regular, is a beautiful and extensive ruin. To reach it take the Ballinrobe road, which crosses the railway close to the station. Avoid diverging roads until through Ballyhean (5 m.). About 2½ m. beyond that take the road on the left, and in something over a mile you will reach the abbey. The ruins consist of the great cruciform church, which has a Pointed nave and a Transitional Norman choir. The central tower has fallen but its noble arches remain. Observe the groined roof of the choir and the beautiful mouldings of the blocked-up E. windows. On the S. of the choir is a chapel with an interesting altar-tomb and a fine doorway. On the S. of the nave are the domestic buildings.

Returning to the main-road, we there turn to the left if bound for Ballinrobe or Cong. The road passes between Lough Cloon, right, and Lough Carra, left, and then through Partry and along the peninsula dividing Lough Carra from Lough Mask, crossing the connecting river at Keel Bridge, 15 m. from Castlebar and 3 from Ballinrobe (p. 206), on the way to which we get a fine view across Lough Mask, with its many islets, to the Partry range.

Castlebar to the Pontoon, 12 m. and Foxford Station, 14 m. or Lough Conn Hotel, 18 m. Leave the town on the north past the workhouse, left, and a short distance beyond that, take the right-hand road and keep to it. About 9 miles from the town you strike Lough Cullin, and have only to follow the road round its head, where you cross the Pontoon. Keep that lough on your right all the way to Foxford Station. The road for Lough Conn Hotel (Crossmolina, p. 217 & 220) is for some miles along the W. side of Lough Conn.

The line crosses a bog with a distant view, right, of the Nephin Beg range, and presently Croagh Patrick appears on the left-front. The valley on the right is well wooded as we approach **Westport**, 161 m.

Westport.

Railway Station is S.E. of the town, entering which you go under the Achill line and for the hotel keep straight on.

Hotel: *Railway*, a large house pleasantly situated in the Mall, a full half-mile from the station. *West*, quite small, also in the Mall.

Post Office: English Mails *Del.* 8 a.m., 2.20 p.m. *Desp.* 12.10, 9.10 p.m.
Telegraph Office, open 8 to 8; Sundays, 9 to 10 a.m.

Coach Service, to Leenane and Clifden *see* Pink Sheet.

Distances: (road) Murrisk Abbey (for Croagh Patrick), 6 m.; Ballintober Abbey, 9 m.; Ballinrobe, 18 m.

For other distances, see routes from Westport, pp. 211-2.

Westport (pop. abt. 4,000) like Ballina does not show to advantage (except for the peep of the wooded valley already noticed) on arriving by rail. The business portion is unattractive. The pleasantest part is the Mall, planted with trees on either side of a small stream, and it is here the hotel is, which is the almost necessary resting-place at this end of the "Connemara Tour."

Adjoining the town, and entered by gates from the end of the Mall, is the *Demesne of the Marquess of Sligo*. Close to the entrance is the modern Protestant church with a graceful spire. The road runs through the Park to Westport Quay, and passes close to the mansion, left, an uninteresting square block at the head of a small lake. The grounds are silvan but not specially beautiful. When nearly clear of the trees, take the road on the left, which leads across the foot of the lake to **Westport Quay** (small "hotel;" 2 m. from the Mall), as remarkable an instance of blighted enterprise as is to be found even in Ireland. Huge tenantless warehouses and scarcely used quays line the shore, "dismal mausoleums as vast as pyramids—places where the dead trade of Westport lies buried—a trade that, in its lifetime, probably was about as big as a mouse." [If returning on foot, take a path on the right that begins at a gate on right, on the Quay side of the lake. It passes the mansion and the ruin of the old Protestant church. After crossing the bridge you can follow up the bank of the stream and so rejoin the road.]

Further on, the road skirts the head of several little inlets from Clew Bay. There are a good many little villas, &c., and the place attracts a certain number of summer visitors. An extension of the railway runs to the Quay, but is chiefly used for merchandise.

Ascent of Croagh Patrick (2,510 ft.) abt. 2 hrs., from Murrisk Abbey, which is 6 m. from Westport along the road through Westport Quay, just described. Just beyond Murrisk Nat. School is a Pub. Ho., and the track up Croagh Patrick (the Reek) begins on its far side. That to the Abbey is opposite it.

Murrisk Abbey was an Austin Friary founded by the O'Malleys, early in the 14th century. Its principal feature is a good, 5-light, Decorated, East-window. It is still used for burials.

You attack the ridge at once; cross it at the E. foot of the cone, and on the far side take a winding path up to the summit. The **view** is both wide and beautiful. Immediately below is the islet-dotted head of Clew Bay, with Westport among the trees. Nephin is clearly seen to the N.E., and to the N.W. is Achill with Slievemore, and, left of that, Croaghaua. At the mouth of Clew Bay is Clare Island. To the S.E. are Mweelrea (2,685 ft.) and Benbury (2,610 ft.), and, to the left, many summits almost as high.

The S. face of the cone is precipitous, and it was there St. Patrick rung his bell and flung it from him, only to have it returned to him by invisible hands, whilst at each sound of it the toads and adders fled from the Island of the Saints. The legend variously related is not older than the 12th cent. and Solinus in the 3rd cent. A.D. records the absence of such reptiles in Ireland. St. Patrick's bed in the rock, where he slept, is still pointed out, and his day (Mch. 17) is still, we believe, observed as a "pattern" on the summit, though the devotees are not as numerous as once they were.

Westport to Leenane (direct), 18; **Kylemore**, 28; **Letterfrack**, 30; and **Clifden**, 39 m. by road. Thence rail to **Galway**, 49 m.

For Public Cars see p. 188. This route beyond Leenane is given in detail the reverse way pp. 183-93. Here it will suffice to indicate the chief features in the course of the drive to Clifden.

The first 7 or 8 miles are dull, the one object of note being the shapely cone of Croagh Patrick (2,510 ft.), on the right. Then, as we descend by the Erriff, the mountain view ahead becomes interesting and is very fine just as we drop to **Erriff Bridge** (10) and its little grove. The great escarped, bowl-like corries, left, in the flank of Mauntrasna are striking as we descend the lonely glen, and Devilsmother (2,131 ft.) is the fine peak on the same side, as we near Aasleagh, right. From the next brow the islet-dotted mouth of the Erriff is pretty, and then we look down Killary Harbour, which from this point is blocked by the mass of Mweelrea. At Leenane village, the Maam road diverges to the left, and we shortly afterwards pull up at the **Leenane Hotel** (luncheon), p. 192.

The dozen miles from Leenane to Letterfrack are beyond question the finest part of the drive. Skirting the waterside for a while

and then steadily climbing past Derryclough P.O. (licensed), we have the great fiord fully revealed. On the opposite shore the hills, steeply rising from the water's edge, are pierced by the narrowcombe up which, out of sight, is Delphi (*p.* 192). But the dominant feature is the grand half-dome of Mweelrea (2,688 ft.), the monarch of the N.W. In the middle of the day the great corrie between him and Cullin (2,616 ft.), with Ben Bury (2,610 ft.) at its head, is lit up. It is when the sun is sinking towards the west that deep shadow brings out the true proportions of the group. The great Killary is, strictly speaking, neither beautiful nor grand. Its steep flanks are too bare to justify the former epithet, and the absence of mural precipice, in our opinion, makes the latter inappropriate. Mr. Joyce tells us that its full name in Irish means "the reddish, narrow sea-inlet," and that is precisely true. The colouring, the grassy, bracken-clad, and rocky steeps of the mountains about Leenane will remind the traveller of the fells of English Lakeland, and that is praise enough.

The foot-track to Salruck, right, is then passed on the way up, and from the top of the ascent the centre piece of the forward view is the group of the Twelve Pins. On the right, the Lough Fee road to Salruck diverges, and that lough is seen, but to small advantage. Approaching Kylemore Lough, the Recess road (*p.* 185) goes off on the left, and, looking back, the end of the Mamturk range presents itself as a huge rocky wedge.

Lough Kylemore is wooded along the N. shore, which the road follows. Across it is Kylemore House, a shooting-box belonging to Lord Ardilaun. The second of the Kylemore loughs, named Pollacappul, is small. An elegant little church and then the handsome *Kylemore Castle* (*p.* 191) are passed on the right, and we enter the **Pass of Kylemore**, a noble ravine, beautiful on the right with a clinging wood and rich-toned crags, and guarded on the left by bold, bare, glossy mountains—Diamond Mountain (1,460 ft.) being at the western portal. From Letterfrack onwards the views are still picturesque, but less striking than those left behind. After passing the hamlet of *Moyard*, 3 m. beyond Letterfrack, the backward view of *Ballynakill Harbour* is charming. On the N. horizon we see the mountains of Achill Island. Then there is not much to remark, as passing the head of Streamstown Bay we soon arrive in **Clifden**, *p.* 188.

• **Westport to Dhu Lough**, 18 m. ; **Bundorrha**, 21½ m. : **Leenane**, 28 m.—A fair road to Sheeffry Br., 12, then rough and steep to Dhu Lough.

The coach road to Leenane (*p.* 210) is followed for the first 5½ miles, at which distance, a little short of Lough Moher, we turn up a narrower and rougher road to the right. The mountains at the head of Killary Harbour become conspicuous during the ascent—chief amongst them *Devilsmother*, to the left of which a flat-topped range just hides the higher dividing line between Mayo and Galway. Then our road leads to the little hamlet of *Druman*, where amid trees is a R.C. chapel. Behind it rise the Sheeffry Hills, passing between which and a low-lying pastoral moorland on the left, we reach (12 m.) *Sheeffry Bridge*, a charming spot where the stream, fringed with shrubs, issues from a deepcombe on the right. On either side is a herdsman's cottage. Beyond this

our road, turning abruptly to the left, steeply slants up the side of an opposing ridge, forming a kind of terrace. Half-way up we see traces of a silver-lead mine that was once worked here. From the *col* (about 700 ft.) there is a good view northward to Nephin, and southward, of the fine deep valley that runs east and west from the Westport and Leenane road to Delphi and Doo Lough. Just beneath us is *Lough Tawnyard*, a favourite with anglers, and diversified by a well wooded island.

Hence, our road turns westward and drops abruptly to the bottom of the valley, joining at the foot another track, by which cars might proceed into the main Leenane road. As we proceed, the valley narrows and the hills become steeper on both sides. A ridge on the left may remind the Westmorland tourist of the famous Striding Edge of Helvellyn, while the approach to Dhu Lough is much like that to the Cumberland lake of Buttermere. A huge gable-ended stone on the hill-side to the left might appropriately be christened the Kirkstone. The towering peaks, right and left are respectively 2,474 and 2,283 feet. In front is Benlugmore, 2,618 feet.

The valley, though apparently fed by one stream, has a low watershed a little west of Lough Tawnyard, whose waters flow east into the Erriff, while another stream falls west into Dhu Lough.

We now debouch on to the open space between Dhu Lough and Delphi, and turn left for Leenane.

Westport to Achill Island, by rail to Achill Sound, 26½ m. ;
thence road, 8½ m., to Dugort. Cars meet trains, *p.* 217.

The opening of the railway (May 13, 1895) has brought the very striking scenery of Achill within 7 hrs. of Dublin, and the traveller can now dine one night in London and the next at Dugort.

The line, part of the Midland Great Western, and on the same gauge, takes pretty much the same course as the road, except that between Newport and Mallaranny it keeps to the N. of it.

Leaving Westport we look down the main thoroughfare from a viaduct, and then on the way to Newport, Croagh Patrick now and again shows, left, its grand cone and spreading shoulders. The steep rock on the W. horizon is Clare Island. There is a pretty view in both directions as we emerge from a tunnel and arrive at **Newport** (8; pop. 598; *Deverell's Hotel*, fair) a little port that will only detain the fisherman who has leave for Lough Beltra (6 m. N.E.), which, from July to September, affords rare sport with white trout.

Beyond Newport, the pyramid of Nevin, by Lough Conn, may be seen on the right, on which side also is *Lough Furnace*. Close to the line are the tower of *Carrighooley Castle* and the ruins of *Burrishoole Abbey*, a Dominican friary, of the 15th cent. The latter was founded by the Burkes, one of whom, Sir Richard Burke ("Richard-in-iron"), was the second husband of Grace O'Malley, the sea-queen of the West, *temp.* Elizabeth. The marriage was "for a year, certain," and the story goes that she used the time to get possession of the family strongholds, one of which was Carrighooley. There is a lovely view of Clew Bay as the train slackens for Mallaranny, 18½ m. *Rail cont.* *p.* 216.

Mallaranny.

Hotel: *Railway* (excellent; it belongs to the M.G.W.R.) is beautifully situated in extensive and picturesque grounds which are entered from the station-platform.

Post and Telegraph in village. **Post Town:** Westport.

Bathing fair, but rather inaccessible.

Fishing. The hotel reserves for its guests the little *River Owengarve*, which is reached in 4 miles by the Newport road. It yields salmon, sea-trout, and trout. The lakelets in the heart of the Curraun Peninsula also yield trout. These lie between two and three miles W. of the Achill Sound road, and can be reached direct by a mountain walk. There is no boat on any of them.

Mallaranny (or Mulrany—so Post Office) is a hamlet straggling along the Achill road. The hotel has made its reputation. The situation is delightful—on a narrow isthmus of broken ground between Clew Bay and Bellacragher Bay, an arm of Achill Sound.

From the Hotel grounds a conspicuous little peak is seen a short distance North, on the far side of the railway. It is only 675 feet in height, but is a capital view-point easily reached. Cross the line a little E. of the station and by a gate you get access to the ridge, by which you gradually ascend. This climb can be extended on to Claggan Mountain (1,256 feet) and thence the descent made to the road.

At Mallaranny, Mediterranean Heath grows to its full size. This *Erica* is in the British Isles confined to Cos. Mayo and Galway. It blooms in April and May, that is nearly three months in advance of the heather.

1. A Day-trip to Achill. The August train-service allows 7 hours in Achill, and this is sufficient for a sight of some of the best and most characteristic scenery of the Island. Cyclists who start, say, at 9 a.m. and return for 7 p.m. dinner will be able to take matters more leisurely. The trip we here outline *from Achill Sound Station and back to it* is best made by car (for two passengers about 15s.) Drive by Chapel Cross to Dookinelly. Walk to the Cathedral Rocks (no lack of child-guidance) and back, but do not loiter. The rocks can only be properly seen at low-tide. Rejoin car and drive along Keel Strand to Keel and on to Dooagh. and up the cliff-road, until you command Keem Bay. You will not have time to descend to it. For description of this route see excursion 2, p. 219. Drive back direct *viâ* Chapel Cross to the Sound Station.

2. Around the Curraun Peninsula.

Mallaranny (Hotel) to cross-roads at Curraun-Achill, $7\frac{3}{4}$ m.; Achill Sound Station, $14\frac{1}{2}$ m., whence, rail or road, back to Mallaranny, 8 m. Those who decide to make the complete round by road can

(omitting Achill Sound Station) reduce the total distance to $19\frac{1}{2}$ m. because the road up the East side of Achill Sound joins the main road, from Mallaranny to Achill, $1\frac{1}{2}$ m. E. of the Sound Station and $6\frac{1}{2}$ m. from Mallaranny.

Car-fares should be arranged before starting. The charge (2 passengers) from Mallaranny (hotel) by Curraun-Achill to Achill Sound Station is 10s. *plus* 2s. 6d. driver. The charge for the complete round (2 passengers), omitting the Sound Station, should be 10s. *plus* 3s. 6d. driver—that is, reckoning as for a journey to and from the most distant point, 10 miles, on the usual basis of half-fare for the return. This would not be driving a hard bargain. The latter half of the round would naturally be taken, as the easier road back, by a car discharged at the 10-mile point.

To Cyclists. The worst experience is during the first few miles. After the initial dip and climb the road is more or less littered with loose stones, but is fairly level, and in most parts a clear track may be found. Approaching Curraun-Achill it improves and becomes reasonably good when you reach Achill Sound. Against a stiff breeze from the West the first half of the journey would be very toilsome, because for some miles the road is fully exposed.

This Curraun round should certainly be made in the direction we describe it, so as to have the best view in front along Clew Bay. There is no inn short of the little hotel near the Sound Station, nor any opportunity of obtaining refreshment, unless it be a possible cup of milk.

From the hotel-entrance we follow the road to the right for a few yards and take the first road to the left. This descends and quickly rises again and passes a few cabins and a tiny pool, L. Doo. Soon after this it approaches the cliff-top and winds with moderate undulations along the coast for three or four miles. Clare Island is a very fine object and a field glass enables us to make out the tower of Grace O'Malley's Castle on its nearest shore. Passing, right, the insignificant Lough-beg, the road is for a while inside the coast-ridge and the country is seen dotted with the cottages of Curraun-Achill. Then ahead we note the two hills, with low ground between them, which constitute the island Achill-beg. When we again approach the coast and, at cross-roads, $7\frac{3}{4}$, a short bit of road descends, left, to the shore, the road to the right, through a gate, is the way to Achill Sound Station.

The road straight forward leads almost to the south end of Achill Sound, but ends in a *cul-de-sac*. If you follow it you will have either to return to the cross-roads or make a cut across the enclosed ground up to the Achill Sound road.

Pedestrians bound for Achill might cross the Sound—either by favour of the Estate factor whose house is on this side of the channel, or by the assistance of the Coast Guard whose station is on the far side. We do not recommend the road up the West side of the Sound to the Sound Station, as the views from it are no improvement on those from the road on this side. From it, however, you can diverge to Campport and thence along the Menawn range down to Dookinelly, and so to Dugort.

When the road, about half-a-mile from the turn, commands the Sound we see across the water the solitary tower of Kildavnet Castle, and if we reach this point about midday we shall find an illustration

of primitive postal arrangements. The postman from the Sound Station stops here by a ruined cottage and waits, if we remember rightly, till 2 p.m. to deliver to callers any missives they may be expecting and to collect despatches. There is no other delivery or collection for Curraun Achill! The road now keeps along the flank of Curraun Mountain, 1,715 ft., and when the N.W. spur is attained, we get a very fine view of the Sound at its widest, with the Achill Bridge and Causeway crossing it where it again contracts. Looking back, the chief summit of Clare Island shows on a perfect cone. The road makes a great bend to the right in order to join the main-road between Achill Sound and Mallaranny, turning presently sharply back—*i.e.*, you do not there keep straight on towards a hamlet, but turn down to the left and cross the dip. On reaching the main road continue left $1\frac{1}{2}$ m. for the station, or $6\frac{1}{2}$ m. in the opposite direction for Mallaranny.

3. To Rosturk Castle, nearly $3\frac{1}{2}$ m. by the Newport road. Return car for two passengers, 4s., *plus* 1s. to driver. This beautifully situated seat of R. Vesey-Stoney, Esq., is on the north shore of Clew Bay, opposite Croagh Patrick, and in view of the islet-dotted head of the Bay. Resident visitors at the hotel are allowed to walk through the grounds one day a week, and the privilege should be taken advantage of. The road is dull, but on approaching the lodge-entrance the luxuriant fuchsias give promise of what is to follow. Should the admission-day not be available we advise visitors to drive about a quarter of a mile further, to the rise of the road at Rossgalive School. Thence the view is superb and the castle is plainly seen.

4. To Rock House, $7\frac{3}{4}$ m. by the Ballycrov road. Return-car for two passengers, 7s. 6d., *plus* 1s. 6d. to driver. This is one of the lions of the Mallaranny district, and by the liberality of Mrs. Clive visitors are admitted to the grounds on Wednesdays when the family is in residence (abt. July 25 to September 25) and any week-day at other times. To begin with, the road is that suggested for a short walk along the shore of Bellacragher Bay. The first two miles are picturesque. Then it enters on the dreary expanse of Erris flats and at $5\frac{1}{4}$ m. crosses a stream and turns square to the left. A short mile further, where it bends to the right, you quit it for a lane straight ahead, and in a long mile further turn to the left.

Rock House is a small and indeed not beautiful house, perched on the summit of *Carrig-na-Sheogh* ("rock of the fairies") whence its name.

The view-point *par excellence* is the little platform or terrace adjoining. Hence you completely command the gardens and grounds, and the prospect is as great a surprise as it is rarely beautiful. When you descend to the main walk you will see close at hand the choice trees and shrubs that here luxuriate, a large number of them quite foreign to *any* but the *most* favoured spots in these islands. At the end of this walk you reach another

noteworthy object, a track bordered by giant hedges of rhododendron, and you should follow this, left, till it reaches the open ground and commands the intricate waterway of this part of the Sound, with its fine environment of shapely mountains.

The pedestrian—Rock Lodge is not, however, an excursion best made on foot, as for miles the road is dull—might cross the channel at its narrowest by the ferry-boat, and so return to Mallaranny by the Achill Sound road.

Rail continued from p. 212. The line crosses the isthmus of the Curraun peninsula, skirts Bellacragher Bay and follows pretty closely the N. coast of Curraun. The landlocked sea is picturesque in fine weather and the sharp cone of Slievemore is conspicuous to the N.W. as we near the terminus of the branch at **Achill Sound** (26½), where a small hotel close to the station, and a police barrack and a few cottages, old and new, on the island opposite, constitute the hamlet. [The Station-Master keeps a clean Refreshment-Room and has one or two comfortable beds.] The Sound, not specially picturesque in its setting, is crossed by a causeway with a narrow waterway spanned by a swing-bridge under which the tide races.

Of excursions from Achill Sound the only ones calling for mention are down the Sound. On the mainland side a road (Exc. 2, p. 213) leaves the Westport main road about 1½ miles from the Sound and more or less follows the coast to the entrance of the Sound opposite Achill-beg. Thence it is continued round the S. coast of mountainous Curraun to Mallaranny. The total distance is about 14½ miles and the latter half affords fine views of Clare Island and across Clew Bay to Croagh Patrick.

The road down the Sound on the Achill side turns to the left, ¾ m. from the Bridge along the Dugort road. It runs a little back from the coast but about 2 m. onward reaches a sandy inlet where it divides. If you wish to follow the Sound to its mouth (about 6 m. from starting) you take the left-hand road. This hugs the coast and is of poor quality. Then 1½ m. onward you pass *Kildarnet Castle*, a fortalice of Grace O'Malley's, *temp.* Elizabeth, and about 10 min. further reach a Coastguard Station opposite the hilly islet *Achill-beg* (pop. 113 in 1891). The road is continued round the S. corner of Achill for a mile or two but leads nowhere!

The right-hand road at the above-mentioned fork leads to the characteristic coast hamlet of *Camport* (5 m. from Achill Bridge), a few minutes beyond which is another, *Dooega*. Hence the grand headland **Dooega Head** (818 ft.) can be ascended. The pedestrian can follow the coast ridge northward. It culminates in *Menawn* (1,530 ft.), a very comprehensive view-point. A sharp descent can then be made to the S. end of Keel Strand, reached in 1½ to 2 hrs. from Dooega. The **Cathedral Rocks** (p. 218) require low tide for a thorough exploration. From the hamlet Dookinelly, the road, 4 m. due N., leads to **Dugort** (p. 217).

Achill Island.

The Railway Co.'s Long-Cars meet the trains at Achill Sound from June to September, and the drive to Dugort costs (including driver's fee) 2s. 6d. Out of the season a car for two passengers costs 7s. 6d. Dugort (*below*) is the only place on the island with hotel accommodation.

To Cyclists. Achill roads are generally bad. For the scenery, Dugort is on the wrong side of the island. There is a little clean accommodation at Dooagh—Patton's lodgings.

Achill is perhaps disappointing on the drive to Dugort. Its inland scenery, which is all that this route reveals, is of no special quality. The well-deserved reputation of the island rests on its cliff scenery, and in a minor degree on the primitive and curious villages it contains. If the reader draws a line on the map across the summit of Slievemore from the bridge at Achill Sound he will have the main factor of geologic Achill. The line will indicate a great fault. To the East of this, metamorphosed schists constitute the mass of the island, but those on the N.E. are obscured by blown sand. To the W. of the fault schist areas alternate with quartzite, and unimproved Achill is treeless and barren throughout—a great moorland of hilly ground rising on the N. and W. to summits exceeding 2,000 feet. Heather is the principal vegetation, but here and there bright green tells of morass. Happily for the 4,677 inhabitants (census 1891) there is no lack of peat-fuel.

Achill Sound to Dugort, 8½ m. by road. This breezy drive affords a comprehensive view of inland Achill. About a mile from the bridge we pass the flourishing plantations, chiefly pines, about the residence of the late Major Pike. As we ascend there is a wide view over the island-broken bay between N. Achill and the mainland. At *Cashel*, 4 m., we are probably regaled with a tale of a criminal hiding from justice and may make acquaintance with an Achill public-house. Slievemore is the conical mountain to the N.W., and to the W. the dome and shoulders of Croaghnaun cut the sky-line. About 6 m. from the Sound our road turns sharp to the right—a kind of causeway for a while—and presently from the higher ground we get a fine view, to the rear, of the mountains of the mainland. It is a steep descent into Dugort.

Dugort [Hotels: *Slievemore* and *Sea View*. Post and Telegraph Office between the hotels] is about 8½ m. from Achill Sound. Its principal part forms two sides of a rectangle on the W. side of a small valley between Slievemore on the W. and a steep hill of some 700 feet on the East. It is a bright little place, fully sheltered from the prevalent W. and S.W. winds. Besides the hotels there are a few primitive lodgings. Just across the valley is the Protestant Church, built in 1854-5, and hard by is the Parsonage, its lawn protected by a miniature grove. The valley

where it opens on the shore has good sands from which in ordinary weather safe bathing can be had. On a bluff above the sands is the group of cabins constituting the original Dugort.

The walk along the foot of Slievemore, westward, is rough and in places boggy.

Modern Dugort owed its creation to the devoted labours of the Rev. Edw. Nangle who in 1831 visited the island then stricken with famine. Impressed by the spiritual needs of the people he at once took steps to start a Protestant mission, which quickly grew into the "Achill Mission" and became the subject of bitterest controversy for many years. Mr. Nangle resided at "the Settlement," as it was called, and personally superintended the work from 1833 to 1852. His first church was the building (now a school) next the Slievemore Hotel. By 1851 the mission had bought three-fifths of the island, but the rents under the Land Act of 1881 were reduced from £620 to £360, and this threatened to extinguish the already waning effort. The Irish Society for Promoting Scriptural Education has since then come to the rescue. In 1895 the Protestant population of Lower Achill—including *i.e.* the Sound and Dugort—was estimated at 160. Mr. Nangle died in 1883 in his 84th year.

Excursions from Dugort.

The recognised sights and trips in Achill are :—

1. Cathedral Rocks and Menawn Cliffs.
2. The villages of Keel and Dooagh and the fishing-place Keem Bay.
3. Ascent of Croaghaun.
4. Ascent of Slievemore.
5. Seal Caves.

Of these the Cathedral Rocks and the places named under No. 2 can be included in a walk or drive of about 20 miles out and home. Croaghaun, with its sea-cliffs of nearly 2,000 feet, can also be combined with No. 2. Slievemore and the Seal Caves are separate short excursions. For non-climbers Nos. 1 and 2 are very interesting and every one should include them in his programme. Nos. 3 and 4 both yield their reward, but Slievemore may be omitted by the visitor whose time is limited. The active pedestrian, who has only one clear day (2 nights at Dugort) to give to Achill, should certainly attack Croaghaun and return by No. 2. By making use of a car from Dooagh he could include the Cathedral Rocks. We describe the trips in the order given above.

1. Cathedral Rocks and Menawn Cliffs. If this be made, as it well may be, a distinct expedition, the best plan is to drive to Mweelin, 8 *m.* and then ascend the cliff range and follow it northward over Menawn (1,530 *ft.*)—a fine view-point. From Menawn a steep but easy descent will be made to the S. end of Keel Strand, a two-mile stretch of sand that would make the fortune of an English watering-place. The walk from Mweelin is about 3 *m.*, say 1½ *hrs.* The **Cathedral Rocks** (low tide is required for a complete exploration) adjoin the end of the Strand and are worth a long journey to visit. They are, of their kind,

as impressive as anything in Achill. The car will have been ordered to Dookinelly and thence the drive back to Dugort is direct, about 4 miles.

2. **To Keel, 4; Dooagh, 6; Keem Bay, 9 m.** There are primitive public-houses at Keel and Dooagh which offer a choice of liquors of quite unusual variety and quality. Before leaving Dugort enquiry should be made as to where at Dooagh a simple meal—tea, &c.—can be obtained, for it is worth while to make acquaintance with an Achill interior. Quaintness and cleanliness are, as we know by experience, to be found in combination.

Once we are up out of the Dugort valley the road to Keel is across the flat. It matters little which sides of the quadrilateral, enclosing featureless Keel Lough, be taken, unless we are intending to take the Cathedral Rocks (*above*) on our way. In that case we take the E. side.

Keel is at the N. end of Keel Strand. As we enter it it presents itself as a scattered roomy village with a Police Barrack and a Post Office. A little further on, however, left of the road, native Keel is a characteristic huddle of cabins. Just outside the village on the Dooagh road is the Coastguard Station and beyond this we soon get a very fine view of the Menawn cliffs. Then, in full view of Croaghaun ahead, we descend, past a school, to **Dooagh**, which is primitive Achill little touched by modern innovations. Here amethysts—the real thing, *i.e.* mauve-coloured quartz; not the precious stone, which is Oriental and a purple variety of sapphire—are freely offered for a few pence. From Dooagh the road ascends rapidly and soon gives off on the right a boreen leading to a house formerly occupied by Capt. Boycott. At the top of the ascent we obtain a beautiful seascape. The descent on **Keem Bay** is as steep as the ascent. Near its foot on the hillside, right, is the little quarry where the amethysts are found. Keem Bay is a very lovely spot seen perhaps at its best as we descend to it. The steep and sodden S. flank of Croaghaun bounds it landward; its western horn is the yet steeper slope that on the seaward western face is a range of noble cliffs extending from Moyteoge Head to Achill Head. The bay is the scene of a minor salmon fishery and the few habitations are only used whilst this lasts—early summer. In returning to Dugort the only variation is by taking the sides of the Keel Lough quadrilateral not taken on the outward journey, unless the pedestrian determines to strike from Dooagh across to Slievemore village. A road, we are informed, is in contemplation between these points.

3. **Ascent of Croaghaun** (2,192 ft.), about 9 m., but 3½ hrs. An easy way is to drive to Dooagh (*above*), and then to ascend by the boreen already mentioned and so, above Lough Acorrymore, to the N. shoulder.

It is far better (a pony can be taken to the foot of the peak) to take the road through Slievemore village, a collection of wigwams,

to which the dwellers on the shore were wont to migrate in the spring—we are told this migration is less than formerly. Then we aim for the Martello Tower on the ridge and, making the best of ground wont to be boggy, plod steadily upward, reaching the summit of **Croaghaun** by the N. shoulder. The ascent is dull. The reward is the sudden attainment of a summit whose seaward side is a range of cliffs approaching 2,000 feet.

The cliffs are not perpendicular, but a shattered, more or less terraced, incline of perhaps 50 degrees on the whole. The really grand thing is the commanding view of the ocean so suddenly revealed. Of distant objects you can see S., Clare Island, Croagh Patrick, and further off the peaks and islands of Connemara; to the E., the sterile mountains of Erris; to the N.W., the lighthouse on Black Rock. Achill Head, the W. extremity of the island, consists of a double range of cliffs back to back, and surmounted by an edge which, near its end, is 378 ft. above the sea.

From the summit the unpleasant descent to Keem Bay is merely a trial of patience and boots on boggy slopes. Far preferable is the descent along the ridge overlooking the N. coast of the Island. This way you could rejoin the upward route near the Martello Tower.

4. Ascent of Slievemore (2,204 ft.). This is merely a grind, and is made direct from Dugort. From the Slievemore Hotel follow the road seaward and turn up the lane just short of the Coastguard Station. After a bit of rough, more or less boggy, ground you reach the heather and the going is dry but steep. By keeping a little to the right you gain the crest of the corrie on the seaward face of the mountain and can ascend by it. The prospect, when you have attained an altitude of 700 feet, so as to overtop the hill opposite Dugort, is fine, over Blacksod Bay to the Mullet. No directions are needed for the topmost part of the climb. Heather gives place to stones and rocks, and it is merely a question of vigour whether the final steep requires to be eased by working round to the westward more or less. Slievemore does not present any grand features, but you could draw a map of the island from the summit and, indeed, of its greater part from half-way up its S. flank. The walk back can be advantageously varied by descending towards Slievemore village.

5. The Seal Caves. Measured along the sea-margin from the sands at Dugort these are under 2 miles distant. A boat (5s.) is the only means of approach as they are in the cliffs at the N. foot of Slievemore. Calm weather is an obvious requirement. Seals are not *always* at the service of the visitor, but that must be chanced. In any case the short row is very enjoyable, and the principal cave is worth a visit.

Clare Island. There is no regular service, but frequent connection with Westport is kept up by hookers. A boat might also be had at Louisburgh

The landing-place is in a sheltered bay at the E. end of the island. This is *Grania Waels* (Grace O'Malley's) *Castle*, a 16th cent. tower. About 1/2 m. of this, on the side of the hill, are the ruins of a *Carmelite Abbey* of the 17th cent. The most interesting thing about Clare Island is the experiment now being tried by the application of the Ashbourne Act. The tenure of farms has been co-operative, several tenants holding and working a farm as tenants in common, but this has not worked well.

Achill to Belmullet. In fine weather a boat from Dugort to Termon Pier at the S. end of the Mullet, 12 m. from Belmullet, is the pleasantest route. Another fine-weather route would be by boat from Bull's Mouth to Tullaghan (or Ballycroy) Ferry and thence 13 m. by road. By road all the way (better for cyclists than the road—44 m.—which involves Ballycroy Ferry—6d. including cycle) is as follows: Dugort to Achill Sound, 8½; Mallaranny, 16½; Ballycroy Inn, 23½; Ballycroy R.O. Chap., 26½; Bangor, 36½; Belmullet, 48½ m.

DUBLIN TO BALLINA.

(By Midland Great Western Railway.)

Distances: Mullingar, 50 m.; Athlone, 78 m.; Manulla Junction, 146 m.; Ballina, 166 m.

The morning down trains, and most of the up trains connect by short trains with North Wall. For Connemara Tourist Tickets, see p. 181.

Refreshment Rooms: Broadstone, Mullingar, Athlone. Breakfast (2s.) at Dublin from 7 to 9 a.m.

The railway to Ballina is the same as to Westport, as far as *Manulla Junction*, pp. 200–8. Changing into the branch train for Ballina we strike northward alongside the Manulla River. Nephin (2,646 ft.) is in view, left, most of the way onward. Passing *Ballyvary*, 150½, beyond which (on the left, we notice Turlough round tower) we soon reach Lough Cullin, the southern extension of Lough Conn, and cross the stream which connects it with the River Moy. A short distance from the lough is *Foxford*, 157 m., whence by road it is about 1½ m. to the Pontoon and 6 m. (boat) on to Lough Conn Hotel.

Foxford ("*Coghlan's Hotel*," anglers') on the Moy, is a village about ¾ m. E. of the station. The country around is quite unattractive, but for anglers it is a good minor station. Tickets for the Shraheen Water on the Upper Moy are to be had gratis at Broadstone Station. About 3 miles E. are the *Callow Loughs*, which abound with trout of good size and quality—enquire at the hotel.

It is 8 miles S.E. to *Swineford Sta.* on the Waterford and Limerick line.

Onward to *Ballina*, (166; p. 222) the country is featureless, and the run to *Killala* (174 m.; p. 223).

Ballina.

Hotels: *Imperial* and *Moy*; a few yards apart in Knox street about 6 min. walk from the station. *Royal* opposite the *Imperial* is a dependence of that hotel. 'Buses meet trains.

Hotels in the neighbourhood: *Lough Conn* and *Lortnorabbey* (see p. 183, under Ballina).

Post Office, in Knox street near the hotels. English mails *del.* 8 a.m. and 2.35 p.m.; *desp.* 12.15 and 9 p.m.

Distances, by road: Bangor, 28 m.; Ballycastle, 18½ m.; Belmullet, direct, 40½ m., *viâ* Ballycastle, 49½ m.; Corick, 19 m.; Crossmolina (Lough Conn), 8 m.; Sligo, 37 m.; Killala, 8¼ m.

Public Car: to **Belmullet** (6s.; 6½ hrs.) *viâ* Crossmolina (1s.) Corick Bridge (3s.), Bangor (4s.), at 2 p.m. Mail car, 3.5 a.m.

To **Sligo** (5s.; 5½ hrs.) *viâ* Culleens, Dromore West, Dromard and Ballysadare. Ballina, dep. 6.30 a.m. and 2.50 p.m. Sligo, dep. 6.30 a.m. and 2.30 p.m.

Ballina (pop. 4,846) is the chief town in Co. Mayo. It is situated on the Moy, here a broad tidal stream crossed by two bridges which connect the main part of the town with the suburb of *Arndree* on the east bank. The R.C. Cathedral and Protestant Church are on that side, in what till 1898 was part of Co. Sligo.

Entering the town from the station it shows to small advantage, and it must be confessed that the place has little to attract the tourist who is not a fisherman. To reach the river turn to the right beyond the Imperial Hotel. The weirs should be visited. Cross the bridge and 100 yards beyond turn to the right.

Fishing. "The Moy" says Dr. Peard "is in my opinion the best open water in the three kingdoms, and as a station Ballina seems built expressly for the purpose." For the spring fishing, March 15 to May 15 is the best time. During June and July the lakes are at their best. The rod season ends Sep. 15. Except of course the usual licence there is no charge made for the fishing. The proprietors, Messrs. Little (solicitors, Knox-st.), grant orders on condition the fish be given up—very liberal terms indeed for such splendid sport as is commonly to be had. One fish is given to the angler, and he can buy at market price what more he requires. The fish (salmon and grilse with some white trout) are taken from a boat in the tideway below the falls and weir, as well as on the long stretch to Pontoon. The loughs Cullin and Conn are free, but the fisherman of course has to pay for his boat and attendants. Ten shillings a day will cover everything in most cases. Fishing tackle can be obtained in the town.

Visitors at the Imperial Hotel are allowed free fishing on the Upper Moy River.

The *Bunree River* which joins the Moy on the E. bank just below Ballina is a good spring river. It is included in Messrs. Little's permit.

Dribes and Excursions from Ballina.

The most interesting objects near at hand are the ruins of Rosserk Abbey and Moyne Abbey, both of which may be taken on the way to Killala and Ballycastle. From the last place Downpatrick Head may be visited. **Crossmolina** (*Gortnorabbey*; *Deel View*) is at the head of Lough Conn, and Nephin, a fine view-point, is easy of access from the road between it and Newport.

The **Lough Conn Hotel** on the W. shore of the lough is a large house frequented by anglers; see p. 222.

The direct road to Belmullet affords fine views of the wild mountains of West Mayo, and at Carrick Bridge and Bangor are anglers' inns. The road to Sligo is monotonous until we reach Sligo Bay and come in sight of the cliffs on the far side of Donegal Bay.

To Rosserk Abbey, 5 m.; Moyne Abbey, 8 m.; Killala, 10 m. by road; Ballycastle, 10 m. more. Rail to Killala, 8 m. The line follows the direct road and misses Rosserk, but the station at Killala is within a half-hour stroll of Moyne.

Leaving the N. end of the main street on the left hand, the road, pleasantly wooded by Belleek Manor, about 4 m. from Ballina crosses a small stream, and thence is about 15 min. walk to **Rosserk Abbey**, situated on the bank of the Moy (a waste when the tide is out) a little to the N. of the mouth of the stream. This house was founded by the Joyces early in the 15th century for Franciscan Friars of the Third Order. The church, cruciform and Decorated, has a lofty tower. The cloisters are interesting.

Returning to the road it is $2\frac{1}{2}$ m. on to **Moyne Abbey** ($1\frac{3}{4}$ m. from Killala Sta.), which is on the right, on a small bay separated from Killala Bay by the long low island of Bartragh. It was founded in 1460 for Franciscan Observantines and is Decorated in style. The ruins have been judiciously repaired by the Board of Works. The church, cruciform in plan, has a lofty tower (90 ft.) which can be ascended. The windows retain some good tracery, and the cloisters—plain pillars in pairs—are nearly entire.

Our road joins the direct road from Ballina, a trifle short of **Killala** (*Lindsay's*, at the P.O., but with little or no sleeping accommodation) a town-village on Killala Bay, but formerly the seat of a bishopric founded by St. Patrick. The see is now united to Tuam and the Cathedral, now the Parish Church, is 17th cent. and devoid of interest. The fine Round Tower close by is of style III., p. xiv. The bathing at Ross C.G. station is good.

On Aug. 22, 1798, the French Directory sent three frigates from Rochelle with 1100 men under the command of General Humbert, to aid the United Irishmen. They effected a landing at Kilcummin, on the W. coast of Killala Bay, but arrived too late to co-operate with the rebels, whose rising had been

crushed. A further force of 6,000, in support was promised but never reached them, and Humbert, though victorious at Castlebar over Gen. Hutchinson, whose Irish levies bolted almost before they were attacked, was forced to surrender (Sept. 8) to Gen. Lake at Ballynamuck in Co. Longford.

Passing the head of two sea-inlets the road skirts the picturesque grounds of *Castlereagh*, and in 3 miles reaches **Palmerstown**, by a long bridge over the River Owenmore.

For **Rathran Abbey**, turn to the right beyond the bridge. The remains of this Dominican house founded in 1274, are unimportant. They are close to the shore, a little beyond the point where the road turns away from the water. At Summerhill, a short distance further, are the remains of the French earthworks (see small print, *above*).

Beyond the bridge the road to Ballycastle goes to the left and then to the right. In a mile it ascends, and turns sharp to the right and then runs pretty direct to **Ballycastle** (*May's Hotel*; very fair), rather a favourite summer resort, on account of its proximity to Downpatrick Head. It is a short distance inland from a small bay with a rocky shore and some blown sand. The Coast Guard Station is abt. 2 m. further on.

To **Downpatrick Head** is abt. 5 m., and a car can be taken to within a short stroll of the actual Head, which is a fine bold cliff of sandstone with a remarkable insulated rock, Dunbristy, off its extremity. Another interesting feature is the great "funnel" formed by the falling in of the head of a sea-cave.

Ballina to Belmullet.

Direct road (cars, p. 217) : Crossmolina (*Gortnorabbey; Deel View*) 8 m.; Corick (*Pub. Ho.*), 19 m. (Bellacorick Bridge); Bangor (Inn), 28 m.; Belmullet, 40½ m. Return cars at 2 p.m. (public) and 2.40 p.m. (mail).

Viâ Ballycastle : As far as Ballycastle, 18½ m., see *above*. Thence to Belderg cross-road, 10 m.; Glenamoy Bridge, 17 m.; Belmullet, 31 m. (41 m. from Killala Station).

Viâ Ballycastle. Beyond Ballycastle the road now and again touches the cliffs, and about 4 m. on the way, near Benaderreen, there is a very fine funnel in the cliffs. From Belderg cross-road, the road to Belmullet is for the most part over a wild desolate district. It descends by the Glenamoy to Glenamoy Bridge, 17, and some two miles onward crosses Bellanaby Bridge, beyond which it overlooks Carrowmore Lake and then descends to an inlet at the head of Broad Haven, which is skirted at a short distance for the rest of way to Belmullet, the direct road being joined about 3 miles from that place.

Belmullet (*Royal, Erris*) has a pop. of 650. It is situated on the canal-cut isthmus of the Mullet and has little to interest the ordinary tourist.

Cliffs of North Mayo. The whole range from Bunatratir Bay to Benwee Head is very fine and chiefly sheer into the ocean. The section as far as **Belderg** (Inn : *Kelly's*; bed and car) is a comparatively easy and short day's walk, and the road (11 m.) might be used in one direction. The grandest cliffs are to the W. of Belderg—at Glinsk (see map), Doonmara (a little W. of Pig Island) and Benwee Head. To see these means a stiff walk of 8 hrs. from Belderg to

Portacloy and then about 2 hrs. from Portacloy to Benwee and back. A shake-down might perhaps be had by favour of the manager of the fish-curing establishment at Portacloy, or at Porturlin (the nameless inlet on map just E. of Pig Island), but the traveller must be his own caterer. A car might be ordered from Belderg to be at Portacloy—it and Porturlin are 9 and 8 miles respectively from Glenamoy Bridge, 8 m. from Belderg, and 14 from Belmullet by road.

No guidance is needed for the cliff walk. The cliffs W. of Belderg form the N. flank of a narrow ridge which rises in Glinsk to a height of 1,002 ft., and about Doonmara to 761 ft. There are no serious ravines to be crossed, but the pathless walk is more or less rough. Inland of the ridge the ground is a low bog which drains into Broad Haven. The cliffs throughout are superb, genuine precipices of ever-varying shape and colour, and those between Porturlin and Portacloy will perhaps be considered finest of all. The bold rocks seen out at sea to the N.W. are the Stags of Broadhaven. **Portacloy** is a deep-set haven from which it is a sharp little climb to the cliffs beyond it. These—another coast-ridge—should be followed to **Benwee Head**, a magnificent headland (829 ft.) with cliffs descending almost from the summit.

N.B. From Portacloy it is 18 m. to Bangor (Inn). From Glenamoy Bridge, 9, go W. to (2 m.) Bellanaboy Bridge, and there turn to left. This road keeps E. of Carrowmore Lake and joins the main road at its S. end. Thence it is about 2½ S.E. to Bangor.

Inishkea South. This island, interesting for antiquities, and the primitive conditions of the life of its inhabitants is usually approached by the northern route dotted on the map.

Ballina to Culleens, 10 m.; Dromore West, 14 m.; Dromard, 26 m.; Ballysadare, 32 m.; Sligo, 37 m. Cars, p. 219.

This road to Dromore crosses a dull moorland, bounded on the right by the Slieve Gamp and Ox Mountains. About Dromore you get in clear weather a good view of the Slieve League cliffs, 30 m. N., across Donegal Bay. Between Dromard and Ballysadare you skirt Ballysadare Bay, which is pretty with the tide in. Ballysadare gets its name (*Baile-easadara* = town of the cataract of the oak) from a beautiful fall on the Owenmore. For particulars of **Sligo** (*Victoria*, good; *Imperial*; Post office in Castle St.) see *Ireland, Part I.* The Abbey ruins (in Abbey Street) and the R.C. Cathedral (between the hotels and the station) are the principal features of the town. The bathing-place is near Rosse's Point, with which there is steamer connection. Lough Gill and Knocknarea are the best of the nearer excursions; of more distant ones, the Glencar waterfalls.

Ballina to Inishcrone, 8 m. This village, on the E. side of Killala Bay, is growing in favour for sea-bathing, and a lodge has to be bespoke.

Ballina to Sligo, 84 m. by rail, viâ Claremorris. The only section of this route of any interest is between Collooney and Sligo, and that is briefly described in *Ireland, Part I.*

River Shannon.

For **Steamers** see Pink sheet. **Fares**: between Athlone and Killaloe, 5s. 3d., *ret.* 8s. 9d.; Athlone and Roosky 3s. 3d., *ret.* 5s. 3d.; Athlone and Carrick-on-Shannon 4s. 3d., *ret.* 7s.; Carrick-on-Shannon and Killaloe 9s., *ret.* 15s. Killaloe and Scarriff, Mountshannon, Dromineer, or Williamstown, each 1s. 6d., *ret.* 2s. 6d.; Killaloe and Rossmore or Kilgarvan, 2s., *ret.* 3s. 3d. Banagher to Killaloe, 3s. 6d., *ret.* 5s. 9d.; to Athlone 2s. 6d., *ret.* 4s.

Distances (approximate): **Athlone** to Lanesborough (at head of Lough Ree), 18; Termonbarry, 26; **Roosky** (coach connection with trains at Dromod), 34; **Carrick-on-Shannon**, 50 m.

Athlone to Shannonbridge, 15; Banagher, 22; Portumna, 37; Williams-town, 48; **Killaloe**, 61 m.

For **Tourist Tickets** combining a "Shannon Lakes" voyage with one or more of the touring-districts of the West and South of Ireland see *The Shining Shannon* (Tourist Development, Ltd., 118 Grafton-st., Dublin; 3d.), an illustrated pamphlet describing the Shannon from Carrick-on-Shannon to Killaloe. **Special Day Trip** on week-days from June 1 to Sept. 30 from Dublin, Kingsbridge Sta., to Banagher, thence steamer to Killaloe, and back by rail—10s. including luncheon and tea.

The Shannon voyage between Carrick-on-Shannon and Killaloe takes two days, sleeping at Athlone. With the northern half of the journey we are not concerned in this volume, except to say that the steamer's course up and down **Lough Ree** (which can be made from Athlone in the day) does not do justice to that fine lake. The boat trip described p. 205 and, for the traveller staying at Athlone, the trip given in the M.G.W.R. Co.'s "Tourist Guide" (6d. at the bookstalls) are much to be preferred.

Athlone to Killaloe, abt. 61 m., 8 hrs. by steamer (refreshments). This river and lough voyage is much to be preferred to the devious railway journey between these places. On the down voyage the steamer route is a trifle shorter in time than the train. In the reverse direction it saves about four hours.

It may prevent disappointment if we say at once that the voyage we are about to describe affords very little in the way of scenery until we near Killaloe. **Athlone** shows to advantage from the river. The chief object not mentioned in our account of the place (p. 201) is the fine Weir. We may add that the spire the church is very effective so long as it continues in sight.

There is nothing to be seen but the ruins of Clonmacnois p. 202) on the way to Shannonbridge. Indeed, between Athlone and Portumna there is little enough of interest visible from the steamer. The river, which winds perpetually, drags its slow length along between bog and rushes, with peat-stacks and hay-cocks peering above them, which presently give place to corn-fields,

At **Shannonbridge** (*Luker's*, tea and bed 3s., obliging but poor, large rooms and sound bed), the road from Tullamore to Ballinasloe crosses the river by a bridge of 16 arches and a steamer-way. The village, of one long straight, tumbledown street, is of no interest. On the W. side of the river the bridge was defended by a *tête du pont* (tower and battery), but the artillery barrack has long been disused. *Shannon Harbour*, $\frac{3}{4}$ hr. below Shannonbridge, was before railways of some importance, being at the junction of the Grand Canal (which extends W. to Ballinasloe) with the Shannon. It figures in *Jack Hinton*, but the quondam hotel is now a Constabulary Barrack.

At **Banagher** (*Miller's*, clean. Railway Sta., Pier, and Hotel within 5 min. of each other) the only thing of note is the handsome bridge of six arches, but by breaking the journey here two objects of interest may easily be visited—**Parsonstown** (p. 155), where the famous telescope of Lord Rosse can be seen between 3 and 6 p.m. (or by special pass at other hours), is $7\frac{1}{2}$ m. S.E. by road, and if the traveller sleep there he should next morning return to Banagher in time to get in a visit to **Clonfert Cathedral**, 4 m. N.W., before the steamer departs. Canon McLarney, the rector, lives at Banagher, and he will pardon our saying that he is a delightful *cicerone* of the very ancient church he is engaged in restoring. *Verb. sap.!*

"**Clonfert Cathedral**, founded by St. Brendan in 558, is one of the smallest, and yet one of the most beautiful and ancient historical cathedrals in the three kingdoms. It is celebrated amongst other things for its Hiberno-Romanesque doorway, one of the finest specimens in existence, and for its E. window nearly 1000 years old. A small sacristy on the N. side is roofed with Danish wattles, a hurdle-roofing of great antiquity." Of the transepts, one has disappeared and the other is in ruins. The chancel has been restored, the nave and transepts will be taken in hand as funds come in. Clonfert, once a seat of monastic learning, was proposed as the site of the University which was presently set up at Dublin.

Meelick (Victoria Lock), about 5 m. below Banagher, is approached by a mile of canal.

At **Portumna** (*Kelly's* in the town, abt. $1\frac{1}{2}$ W. from the river) is a very long bridge with a swivel at the W. end to allow vessels to pass. There is not much to suggest a break of journey. The modern *Castle* (Marq. of Clanricarde) is imposing. Of a 13th cent. Dominican Abbey, a Decor. E. window is the principal feature.

We now enter **Lough Derg**, a fine sheet of water, but, if the truth must be told, somewhat monotonous until we approach its foot, where the shores are well wooded and the Slieve Bernagh heights on the Clare side afford a mountain sky-line.

The map sufficiently indicates the shore topography.

For **Killaloe**, see p. 155. There is train connection with the steamer for **Limerick**, p. 151.

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N.B.—Where more than one page is referred to, that on which a locality is described is given first.

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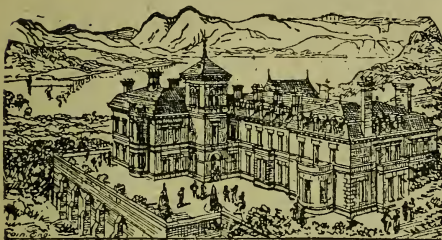
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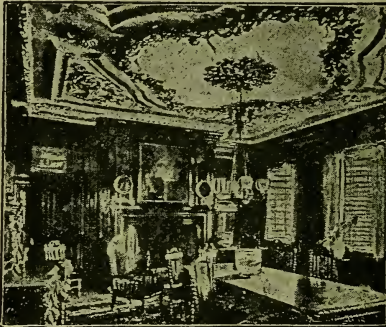
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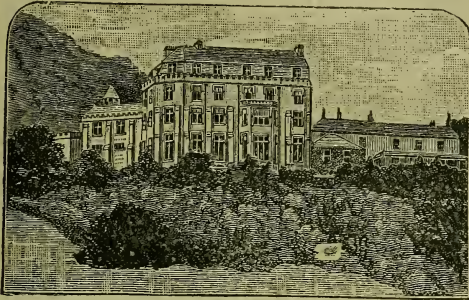
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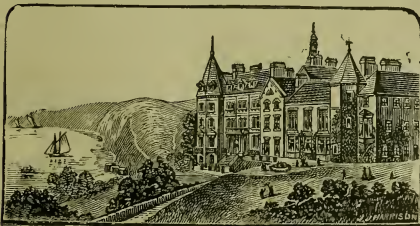
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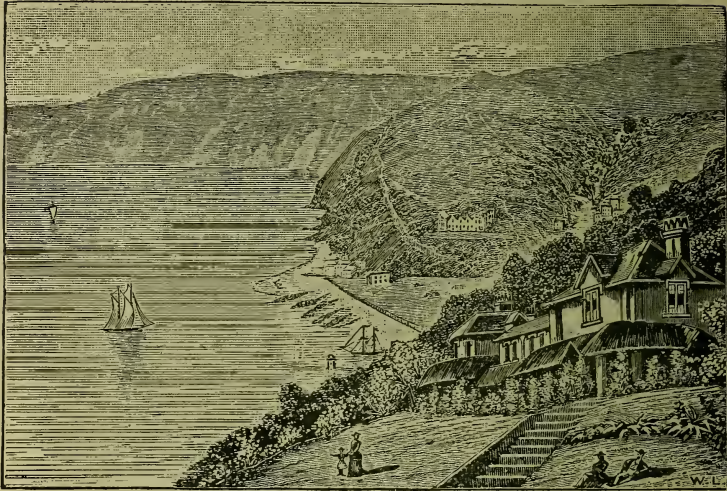
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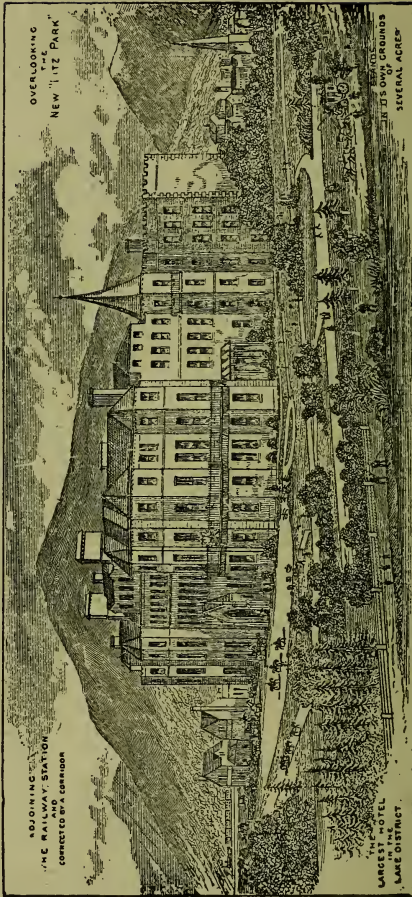
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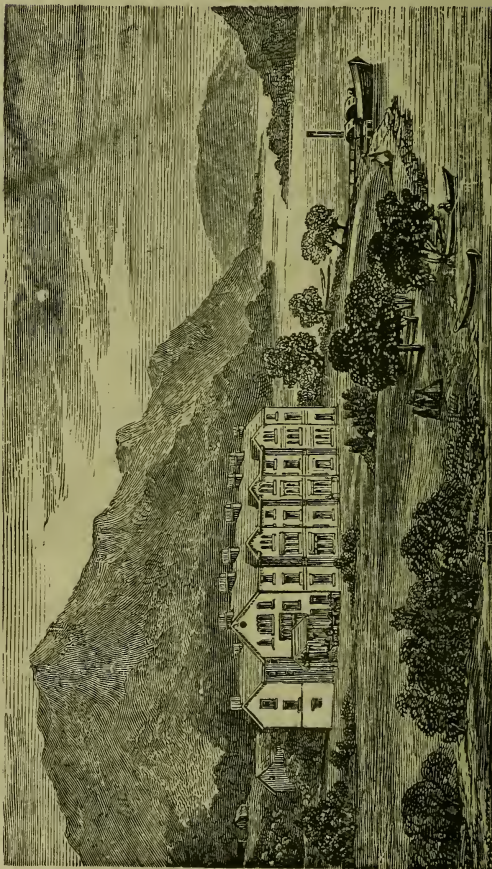
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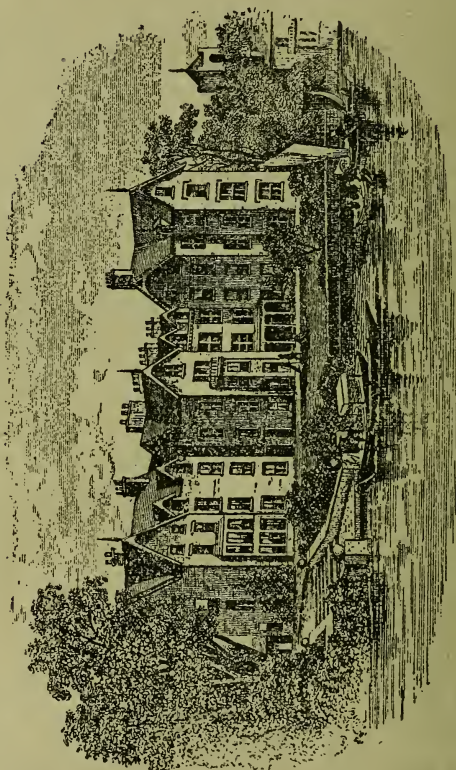
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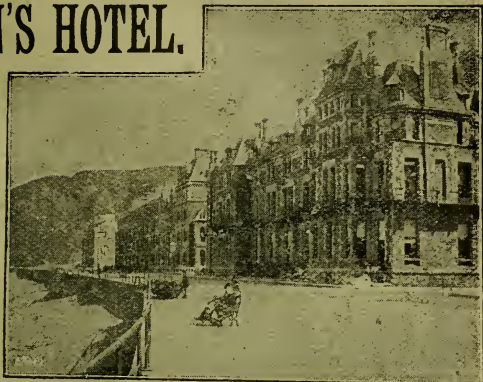
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Soft Invigorating Atlantic Breezes, Pure Water from Plinlimmon, and excellent drainage.

The late Sir JAMES CLARKE, M.D., said:—"A fortnight at Aberystwyth is equal to a month at most watering-places."

Boarding Terms from 12/6 per Day and 3½ Guineas per Week.

**TABLE d'HOTE at 7.30 o'clock.**

*Tariff on application to W. H. PALMER, Proprietor.*

## BARMOUTH.

**"Inveruga."** Board, &c. Charming sheltered situation on rising ground. Sunny S.W. aspect. Near a splendid beach. Extensive view of Cardigan Bay and the Mountains of Merioneth and Carnarvon. Bracing air. Abundant pure water supply. Hot and cold baths, and private bathing box. Covered balcony on the sea-front. Excellent cuisine. Certified sanitation. Quarter mile from Station. Established 1876.

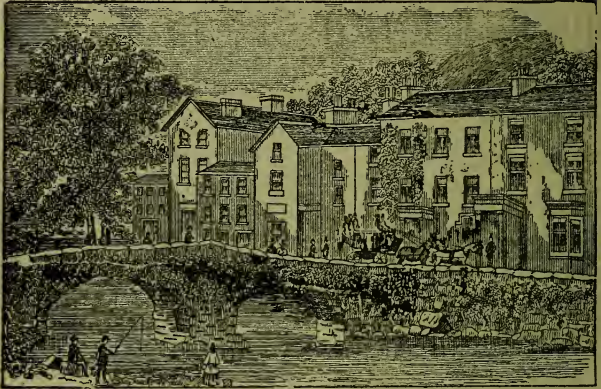
Mrs. J. KYNOCH.

**"WILD FLOWERS OF BARMOUTH AND NEIGHBOURHOOD."**  
List of 750 plants.) 3rd Edition. 12 pp. Price 3d.

JAMES KYNOCH, Barmouth.

## North Wales.

COACH TO PORTMADOC TWICE A DAY FROM THE HOTEL, RETURNING IN THE AFTERNOON, ALL THE YEAR ROUND.



**MRS. M. JONES,**  
**PRINCE LLEWELYN HOTEL, BEDDGELERT,**

begs to inform Tourists and other Ladies and Gentlemen visiting this beautiful and romantic spot that she has every accommodation conducive to their comfort, and that Cars, &c., can be obtained on the shortest notice.

LUNCHEON READY TO MEET ALL COACHES.

---

MENAI BRIDGE.

## THE VICTORIA HOTEL.

STANDS IN ITS OWN GROUNDS.

**F**IRST-RATE accommodation and reasonable charges. Omnibuses to and from Bangor Station four times daily. The Steamers to and from Liverpool and other places land passengers at the New Pier, within three minutes' walk of the Hotel. Billiards. Head-quarters C.T.C. Dark and Developing Room for Photographers. Posting. Sea Bathing, Hot and Cold Baths, &c.

TARIFF ON APPLICATION.

A. THOMAS, *Proprietress.*



North Wales.

# LLANFAIRFECHAN,

## SEA VIEW

## BOARDING HOME.

**C**LOSE to Station, Beach, Church, &c. Charming Garden, Cycle Accommodation, excellent Water Supply, Sanitation perfect.

Under the personal superintendence of  
The MISSES GATCHELL.

# LLANFAIRFECHAN.

## QUEEN'S HOTEL,

The Largest and Best Appointed.

*On the main Holyhead road. C.T.C. Head-quarters.*

**L**LANFAIRFECHAN is the most central of all the watering-places on the coast of North Wales for the region of Snowdon:—7 miles from Bangor, 12 from Beaumaris, 16 from Carnarvon, 25 from Llanberis (whence by rail to top, 5), 29 to Beddgelert, 7 to Conway, 11 to Llandudno, 23 to Bettws-y-Coed.

The rest of the Snowdon range within easy walking distance.

### CHARMING SEA VIEWS.

**LANCELOT TARR, Proprietor.**

Telegraphic Address: "QUEEN'S, LLANFAIRFECHAN."

Scotland.

# AULTBEA HOTEL,

## ROSS-SHIRE, N.B.

**R**ECENTLY re-erected and fitted up with all the latest modern improvements, and luxuriously furnished. Hot and Cold Baths and Sea Bathing. There are lovely sands in close proximity to the house. The fresh-water Trout Fishing is excellent, and the Sea Fishing is good; all Free to Visitors. **Special attention given to Cyclists.**

For Rustic and Mountain Scenery the district is unsurpassed in the Western Highlands.

**TERMS STRICTLY MODERATE. POSTING & BOATING.**

Telegraph Office within a Minute's Walk.

*Route via Swift Steamer from Oban to Gairloch, or Coach from Auchnasheen Station.*

**THOMAS MACKAE, Proprietor.**

Scotland.

ABERDEEN.  
**THE PALACE HOTEL**

OWNED AND MANAGED BY  
 THE GREAT NORTH OF SCOTLAND RAILWAY COMPANY.



FRONTS UNION STREET—IN MOST CENTRAL POSITION OF THE CITY.

Electrically Lighted. Mechanically Ventilated. Hydraulic Lifts.

**EXCELLENT CUISINE. MODERATE CHARGES.**

**PERSONALLY PATRONISED BY**

Their Majesties the King and Queen; Their Royal Highnesses the Prince and Princess of Wales; and many other Royal and distinguished Visitors.

**COVERED WAY FROM STATION PLATFORM.**

Hotel Porters attend all Trains.

Luggage removed to and from the Hotel free of charge.

**SPECIAL.**—Visitors should be careful to address communications, "PALACE HOTEL, Aberdeen," otherwise inconvenience may arise.

**M. H. McKILLIAM, Manager.**

*The Cruden Bay Hotel also owned by the Great North of Scotland Railway Company (see page 55).*

## Scotland.

# Seaside & Golfing Resort, CRUDEN BAY.

**THIRTY MILES BY RAIL FROM ABERDEEN.**

Sp'endid Beach over Two Miles long. Sea Bathing, Boating, Fishing.

**HEALTHY CLIMATE. BRACING AIR.**

**The Golf Course of 18 Holes**, laid out by the Railway Company is one of the best in the Kingdom. **Ladies' Course of 9 Holes.**



# CRUDEN BAY HOTEL

OWNED BY

**THE GREAT NORTH OF SCOTLAND RAILWAY COMPANY.**

Occupies a charming site overlooking the Bay.

**LIGHTED BY ELECTRICITY. LIFT.**

**Special Accommodation and Conveniences for Golfers.**

**BOWLING GREENS. TENNIS COURTS. CROQUET LAWNS.**

*Electric Tramway for Visitors between Cruden Bay Station & Hotel.*

**Address Enquiries to W. I. TRENCHARD, Manager,**  
**Cruden Bay Hotel, Port Erroll, N.B.**

*The Palace Hotel, Aberdeen, also owned by the Great North of Scotland Railway Company (see page 54.)*

Scotland.**WEEM HOTEL,****TAY BRIDGE, ABERFELDY, PERTHSHIRE.**

**T**HIS WELL-KNOWN FAMILY HOTEL is situated about one mile from Aberfeldy. The Hotel is commodious and comfortably fitted up, so that Families in quest of quiet and comfort may depend upon procuring every possible attention. The Hotel situation is acknowledged to be one of the best in Scotland, being thoroughly protected from all directions, and having a due South exposure.

*Families Boarded by the Week or Month.***Posting Establishment complete. Endless Drives.  
Magnificent Scenery.****EXCELLENT GOLF COURSE. CHARGES STRICTLY MODERATE**

'Bus will meet Parties at Aberfeldy Railway Station, one mile distant,  
on the shortest notice being given.

*Letters and Telegrams punctually attended to.***ROBERT MENZIES Proprietor.****BAILIE NICOL JARVIE HOTEL,  
ABERFOYLE.**

**T**HIS Hotel has been entirely rebuilt, and now affords excellent accommodation for Tourists and Families. It is situated amidst enchanting scenery on the banks of the River Forth, at the *Starting Point* of the *New Road* to the Trossachs and Loch Katrine, over which Coaches are run daily during the summer. Boats on Loch Ard and Loch Chon for Fishing and Pleasure Parties. Tennis Lawn. Golf. Posting. Billiards.

Railway Station, Post and Telegraph Offices within two minutes' walk of the Hotel.

*A. BLAIR, Proprietor.***ACHNASHEEN, LOCH MAREE & GAIRLOCH.  
THE OLD-ESTABLISHED COACH SERVICE**

along this famous route of thirty miles is still being run by the former proprietor of the Achnasheen Hotel.

Coach leaves Achnasheen on arrival of South Mail, about noon (Inverness depart about 9.50); returning from Gairloch in connection with train leaving Achnasheen about 3 p.m. (Inverness arrive about 5.15). Also (from 1st July) Gairloch depart 6.30 a.m., Inverness arrive about 2.30 p.m. in connection with Mail Train to South.

\*\* Connection with Mr. MacBrayne's Ss. "Mabel" on Loch Maree.

**For Seats apply to M. McIVER,**

Posting Master and Mail-coach Contractor,

**ACHNASHEEN, ROSS-SHIRE, N.B.**

Also Proprietor of the

**ACHANAULT HOTEL**

(6 miles short of Achnasheen) a quiet retreat for Fishing on Loch Achanault.

**BOATS FREE.**



## Scotland.

The . . .

# AVIEMORE STATION HOTEL

## STRATHSPEY.

Post, Telegraph, and Rail—"AVIEMORE."

"A Highland Paradise."—*The Gentlewoman*, 4th July 1903.



First-class

Residential Hotel

in the Finest

Scenery of the

Scottish Highlands.

ELECTRIC LIGHTING.

PASSENGER ELEVATOR.

GOLFING AND FISHING.

For Tariff apply to Mr. W. H. LEGGE, Manager

# ARDLUI HOTEL.

Head of Loch  
Lomond.

3 minutes' walk from Steamboat Pier and Ardlui Station,  
West Highland Railway.

THIS Hotel is beautifully situated amidst unrivalled scenery and commands a magnificent view of the Loch. The Hotel has been remodelled and refurnished, an addition has been made, and the lavatories and sanitary arrangements are new, and have been carried out on the most improved principles.

Visitors staying at this house will find every comfort and attendance, and have boats and fishing free. Delightful daily tours can be arranged to Loch Katrine, Loch Awe, Loch Tay, Loch Long, &c. Passengers travelling South by West Highland Railway change here for Loch Lomond and Loch Katrine.

Parties boarded by week—special Week-end Terms—  
August excepted.

Telegrams: "Dodds, Ardlui." D. M. DODDS, Proprietor.

N.B.—Grand Circular Tour by Rail, Coach, and Steamer daily from Edinburgh and Glasgow.

Further particulars can be obtained at Crianlarich and Ardlui Hotels, also from the  
North British and Caledonian Railway Companies Tourists' Guides.

Scotland.

BANAVIE.

# BANAVIE HOTEL, N.B.

*Junction of Caledonian Canal and West Highland Railway.*

TO SEE

## **BEN NEVIS**

YOU MUST STAY AT BANAVIE.

The Mountain cannot be seen at all from Fort William.

### **EXCELLENT MOTOR GARAGE.**

### **FINE NEW SEA-SIDE GOLF COURSE.**

BANAVIE is thus referred to by the independent press—

“Banavie is the great stopping-place between Oban and Inverness. There are endless walks and drives. It is the Interlaken of the Caledonian Canal.”—*Truth*, 11th August, 1887.

“A magnificent sight is Ben Nevis at Banavie. Better stay there and wake up with that in front of your window.”—MR. SIDNEY P. HALL in *Graphic*, 24th September, 1892.

“The Banavie Hotel is one of the best for excursions by boat or road. You can have superb air, fine views, and plenty of day trips without fatigue, crowding, or hurry, which is not the case with most Scotch centres. Try it, you cannot do better.”—*The Queen*, 10th April, 1897.

“The Banavie Hotel is excellent and up-to-date in every respect. So to travellers by this route I say, ‘Put in here: the “Banavie,” c’est mon avis.’”—SIR F. C. BURNAND in *Punch*, 26th September, 1900.

## **JOHN MENZIES, Ltd., Proprietors**

OF THE PALACE HOTEL, INVERNESS, and STATION HOTEL  
MALLAIG.

**ELECTRIC LIGHT.**

Telegrams: “MENZIES, BANAVIE.”

Scotland.

# Invercauld Arms Hotel,

BALLATER, near BALMORAL CASTLE.

PRINCIPAL AND ONLY LICENSED.

FIRST CLASS.

PATRONISED BY ROYALTY.

DEESIDE IS THE SELECT TOURIST RESORT OF  
SCOTLAND.

POSTING IN ALL ITS BRANCHES.

GOOD GOLF COURSE.

**WILLIAM PROCTOR,** Lessee.

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BALLATER (NEAR BALMORAL).

## LOIRSTON HOUSE,

FIRST-CLASS PRIVATE HOTEL.

Under the personal supervision of Mr. and Mrs. LAMOND.

DRY, BRACING CLIMATE. MOUNTAIN SCENERY.

GOLFING. CYCLING. POSTING.

Telegrams—"LOIRSTON, BALLATER."

Scotland.**BLAIR ATHOLL.****ATHOLL ARMS HOTEL.**

(ADJOINING THE STATION.)

*Tel. Address : "Hotel, Blairatholl."*

**S**ITUATION unrivalled as a central point from which to visit the scenery of the Perthshire Highlands, such as Killiecrankie, the Queen's View of Loch Tummel, Lochs Tay and Rannoch, Glen Tilt and Braemar, the Falls of Bruar, Garry, Tummel and Fender, Dunkeld, &c.

This is also the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

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Posting Department extensive and complete.
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D. Macdonald & Sons,  
*Proprietors.*

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**BALMACARA HOTEL,**  
**BALMACARA, ROSS-SHIRE.**

In the midst of beautiful scenery. Most central Hotel for visiting the far-famed Loch Duich, Loch Long, Falls of Glomach, Duncraig, and Skye. Magnificent views of Skye Hills from Hotel. Splendid Drives.

Routes:—Rail to Strome Ferry, or Kyle of Lochalsh, thence drive; steamers *Claymore* and *Clansman* from Glasgow and Oban; or swift passenger steamer from Oban during tourist season; and also from Mallaig, the terminus of the West Highland Railway. Parties coming by steamer should order conveyance, as landing-place is over a mile from Hotel.

**POSTING. BOATING. SEA AND LOCH FISHING.**  
**ARCHIBALD SINCLAIR.**

Telegrams—"SINCLAIR, HOTEL, BALMACARA."



## Scotland.

ON THE ROYAL ROUTE TO BRAEMAR.

# THE BIRNAM HOTEL, BIRNAM, PERTHSHIRE.

(STATION, BIRNAM & DUNKELD.)

**H**IGH-CLASS Family Hotel, standing in its own grounds, beautifully situated on the banks of the Tay. Elegantly Furnished. Every Home Comfort. **TARIFF VERY MODERATE.**

**SALMON & TROUT FISHING FREE.**

**CROQUET & TENNIS. NEW GOLF COURSE.**

**DARKROOM FOR PHOTOGRAPHY. POSTING.**

**BRAEMAR (BY BALMORAL).**

# THE INVERCAULD ARMS HOTEL.

**FIRST-CLASS FAMILY AND RESIDENTIAL HOTEL.**

**Patronised by Royal Family and Court.**

**ELECTRICALLY LIGHTED.**

**Re-furnished and Re-decorated. The Finest Hotel Situation in Scotland.**

**POSTING IN ALL ITS BRANCHES.**

**TROUT AND SALMON FISHING.**

**Coaches during the Season to Blairgowrie, Dunkeld, and Ballater.**

**LETTERS AND TELEGRAMS PUNCTUALLY ATTENDED TO.**

**JAMES GREGOR, Proprietor.**

# CALEDONIAN TEMPERANCE HOTEL,

This is the only First-class Temperance Hotel in

## **C A L L A N D E R.**

**Large Dining Room, Public Drawing Room**

ALSO

**Ladies' Drawing Room; Private Sitting Rooms.**

*HOT and COLD BATHS.*

**BILLIARD ROOM.**

**Tickets for the Trossachs Coaches to be had at this Hotel.**

**W. A. BIGGS, Owner and Manager.**

Scotland.

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BRAEMAR BY BALMORAL.

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THE . .

# FIFE ARMS HOTEL

FIRST-CLASS.

Patronised by the Royal Family and the Court

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Re-Built. Re-Furnished. All Modern Improvements.  
Electric Light.

*MOTOR CAR SERVICE*

Between BRAEMAR and BALLATER.

*COACHES DURING THE SEASON*

To BLAIRGOWRIE and DUNKELD.

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POSTING IN ALL ITS DEPARTMENTS.

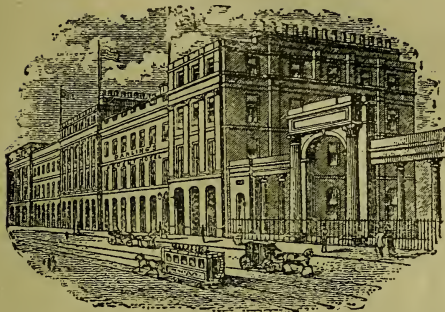
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*GOLF. SALMON FISHING.*

*L. MACDONALD, Proprietor.*

Scotland.

## EDINBURGH.



### DARLING'S REGENT HOTEL, 20 WATERLOO PLACE,

UNDER THE PERSONAL MANAGEMENT OF  
MISS DARLING.

Address for Telegrams: DARLINGS HOTEL, EDINBURGH.

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### ROXBURGHE HOTEL, CHARLOTTE SQUARE, EDINBURGH.

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FIRST-CLASS FAMILY HOTEL.

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**JOHN CHRISTIE, Proprietor.**

Scotland.

**GARVE HOTEL,**

GARVE, N.B.

ON DINGWALL AND SKYE RAILWAY.

**Connected with ROYAL HOTEL, ULLAPOOL.**

Situating in the Centre of the Finest Scenery of the Highlands of Ross-shire.

**VARIETY OF FREE FISHING.****SPECIAL BOARDING TARIFF FOR FAMILIES**

Convenient for access to Braemore, Dundonnell, Lochbroom, and West of Ullapool. The Garve and Ullapool Coach leaves daily at 12.15 Mid-day for Ullapool. Luncheon before starting, and from Ullapool, daily, in connection with 1.8 p.m. Mail Train, Garve; also with MacBrayne's Weekly Steamers, at Ullapool.

**POSTING. JOBBING. GOLF. PETROL STOCKED.**

Telegrams: "HOTEL, GARVE."

,, "ROYAL, ULLAPOOL."

APRIL, 1905.

**FISHER'S ROYAL HOTEL****DUNKELD.****Under the Patronage of the Royal Family.**

**T**HIS First-class, Old-established Family and Tourist Hotel (seven minutes' walk from Dunkeld Station) is most conveniently situated adjacent to the entrance to the Duke of Athol's Pleasure Grounds, Dunkeld Ancient Cathedral, Hermitage, and Rumbling Bridge Falls, and nearest for Driving to Lochs of Lowes, Craiglush, Clunie, and Murthly Castle, &c., &c.

**BOARDING TERMS FOR WEEK OR MONTH.****Omnibus and Porters attend all Trains Free of Charge.****TELEGRAMS FOR APARTMENTS OR CARRIAGES PUNCTUALLY ATTENDED TO.****Fishing on the above Lochs and River Free of Charge.****Hotel Coupons Accepted.**

**DUNKELD, SPITAL OF GLENSHEE, AND BRAEMAR COACH** starts from this Hotel Daily, at 9 a.m., during July, August, and September, where Seats can only be secured. Preference of seats given to Visitors staying in Hotel.

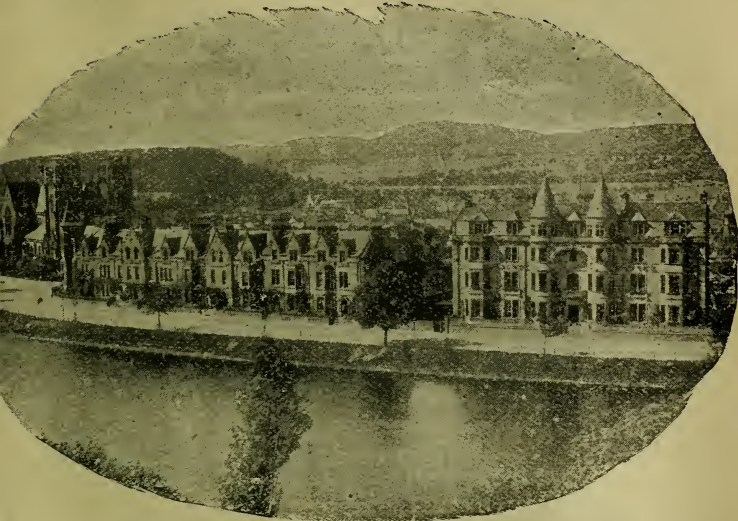
**JOHN FISHER Proprietor.*****From the "Daily Telegraph," 30th July, 1901.***

"Mr. Baddeley's Guide-books are well known to every tourist in the British Isles, whether he travels by coach, cycle, or rail, or prefers the laborious delights of tramping a-foot. They are as accurate as human fallibility can make them, they are bountifully supplied with excellent coloured maps which show every road, and the descriptions of scenery are written with good literary taste—a happy medium between the baldness of some guide-books and the stilted jargon of others."



INVERNESS.

# THE PALACE HOTEL



**T**HOUGH most central, it is undisturbed by the noise of street traffic; and, as it stands on the bank of the Ness, with a unique view of the River and the Castle, it has exceptional attractions as a High-class Tourist and Residential Hotel.

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ONLY FIRST-CLASS HOTEL LIT BY ELECTRIC LIGHT.

*Close to the Cathedral, Ness Islands, and Northern Meeting Grounds.*

The only Hotel standing apart in its own Private Grounds.

**MOTOR GARAGE.**

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**JOHN MENZIES, Ltd., Proprietors,**

Of BANAVIE HOTEL, N.B., and STATION HOTEL, MALLING.

Scotland.

# ROYAL HOTEL

## INVERNESS.

Old Established.      Most Central.  
Every Home Comfort.

.....

NEAREST FIRST-CLASS HOTEL TO THE POST AND  
TELEGRAPH OFFICES.

Directly Opposite the Railway Station.

.....

### →\* TARIFF. \*←

|                             | s. | s. | d. |                          | LUNCHEONS. | s. | d. |
|-----------------------------|----|----|----|--------------------------|------------|----|----|
| Single Bedrooms from 2 to 3 | 0  |    | 0  | Basin of Soup ... ..     | 0          | 6  |    |
| Double Bedrooms ,, 4 ,,     | 5  |    | 0  | Cold Meat, Vegetables,   |            |    |    |
| Sitting Rooms ,, 5 ,,       | 10 |    | 6  | and Cheese ... ..        | 2          | 0  |    |
| <b>BREAKFAST or TEA.</b>    |    |    |    | <b>DINNERS.</b>          |            |    |    |
| Cup of Tea or Coffee ...    | 0  |    | 6  | Soup or Fish, Joint, and |            |    |    |
| Plain Tea or Coffee ... ..  | 1  |    | 6  | Cheese... ..             | 3          | 0  |    |
| Tea or Coffee, with Eggs    |    |    |    | Soup or Fish, Joint,     |            |    |    |
| or Cold Meat... ..          | 2  |    | 0  | Sweets, and Cheese... .. | 3          | 6  |    |
| Ditto, with Chops, Steak,   |    |    |    | Table d'Hote ... ..      | 4          | 6  |    |
| Ham and Eggs, or Fish       | 2  |    | 6  |                          |            |    |    |

*Attendance, 1s. 6d. per Day.*

Hotel Porters await the arrival of all Trains, and an Omnibus  
attends the Caledonian Canal Steamers.

Under the PERSONAL MANAGEMENT of the PROPRIETOR,

**JOHN S. CHRISTIE.**

Telephone No. 54.

67  
Scotland.

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**INVERNESS.**

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# WAVERLEY HOTEL, INVERNESS.

Unsurpassed  
for  
Situation  
and  
Comfort

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Telegrams :  
"WAVERLEY."



Combined  
with  
Moderate  
Charges.

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Telephone :  
No. 0179.

*One Minute's walk from the Railway Station.*

Porter of the Hotel attends all Trains,  
And an Omnibus runs in connection with the Caledonian Canal  
Steamers.

**D. DAVIDSON, Proprietor.**

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**INVERNESS.**

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# WEST-END TEMPERANCE HOTEL 39 UNION STREET.

(Two Minutes' walk from the Railway Station and G.P.O.)

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Central Situation. Home Comforts. Moderate Charges

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**Miss DAVIDSON, Lessee.**

## Scotland.

### KINGUSSIE.

## WOLFENDEN'S HOTEL.

Half Way between Perth and Inverness.

**T**HIS FIRST-CLASS HOTEL, recently RE-BUILT and RE-FURNISHED is now replete with every comfort. Kingussie is acknowledged to be one of the most valuable Health Resorts in the North of Scotland.

**FISHING, GOLFING, BOWLING AND TENNIS.**

**POSTING IN ALL ITS BRANCHES.**

**BEAUTIFUL WALKS AND DRIVES.**

**BOOTS ATTENDS ALL TRAINS.**

Telegrams:—

WOLFENDEN, KINGUSSIE.

**W. WOLFENDEN**  
Proprietor.

### LANARK (Falls of Clyde).

## CLYDESDALE HOTEL.

**F**IRST-CLASS accommodation for Families and Tourists. Special Term for Boarders by the Week end, Week, or Month. Perfect Sanitary Arrangements. Spacious Hall for accommodation of Large Parties. Excellent Cuisine. First-class Wine. **BILLIARDS** (Two First-class Tables). Bus and Boots attend all Trains. Special accommodation and facilities for Motor Cars. Stabling and Posting in all its Branches. Coach to Falls of Clyde, Clyde Valley (the Orchard of Scotland), and Tillietudlem Castle Daily. Charges Moderate.

**WILLIAM H. COX, Proprietor.**

Lanark is strongly recommended as a Health Resort. Bracing Atmosphere.

**SUPERIOR GOLF COURSE** (18 holes) with Visitors' Tickets at Reasonable Rates. **GOOD CYCLING ROADS.**

**EXCELLENT TROUT FISHING** in the Clyde and Tributaries.

**BOWLING. BOATING.**

## THE FALLS OF CLYDE

are described in

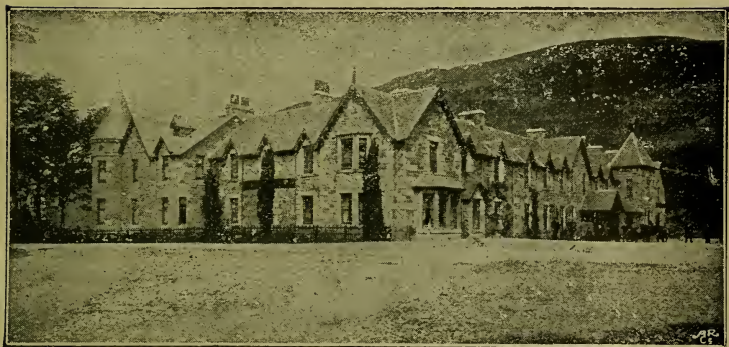
**Baddeley's LOWLANDS, 4s.**

Also in

**Baddeley's HIGHLANDS, 6s. 6d.**



Scotland.

**LOCH RANNOCH.****DUNALASTAIR HOTEL****KINLOCH RANNOCH, PERTHSHIRE.****D. C. MACMILLAN.**

**T**HIS Hotel is beautifully situated in one of the loveliest and healthiest districts of the Perthshire Highlands, at the foot of Loch Rannoch, and on the banks of the River Tummel. The Hotel has all been newly decorated and re-furnished, also greatly improved ; is patronised by the Nobility and all the leading families.

**Free Fishing and Boats on Loch and River.**

This Hotel has the longest stretch of River Fishing in the District.

**POSTING ESTABLISHMENT.**

Also at **STRUAN.**

**GOLF COURSE. TERMS MODERATE.**

**Excellent Accommodation for Motors.**

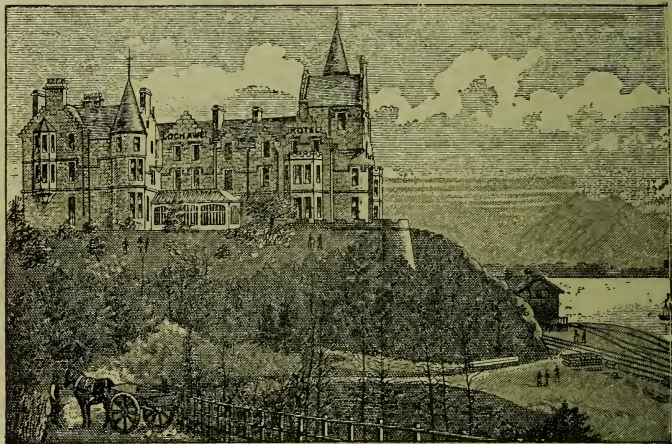
Telegrams: 'DUNALASTAIR HOTEL, KINLOCH RANNOCH,' and  
'MACMILLAN, STRUAN, CALVINI.'

Scotland.

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# LOCH AWE HOTEL.

(LOCH AWE STATION, CALEDONIAN RAILWAY.)



Passenger Lift from Station to Hotel.

ELECTRIC LIGHT THROUGHOUT.

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SALMON AND TROUT FISHING  
ON LOCH AWE, FREE.

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BOATING. BILLIARDS. LAWN TENNIS.  
CARRIAGES, &c.

**D. FRASER, Proprietor.**

**Scotland.**

**LOCH AWE.**

# **The Portsonachan Hotel,**

## **Portsonachan.**

THE OLDEST-ESTABLISHED HOTEL ON LOCH AWE,

**Having First-class Angling Facilities.**

**T**HIS HOTEL has superior advantages. It is beautifully situated and easy of access, only an hour's sail from Loch Awe Station (Callander and Oban Railway), where the Hotel Steamer, "**Caledonia**," will make connection with the principal trains during the season. (See Murray's Time-table).

NOTE.—Splendid Trout Fishing on Lochawe and fifteen other Lakes, Stocked with Rainbow, Brown, and Lochleven Trout, Free to Visitors.

Letters delivered twice and despatched three times daily.

Postal, Telegraph, and Money Order Office in Hotel Building.

Presbyterian and Episcopalian Churches within easy walking distance of Hotel.

**Posting and Coaching. Beautiful Drives.**

**FIRST-CLASS BOATS. EXPERIENCED BOATMEN.**

**CHARGES MODERATE.**


**NEW BILLIARD ROOM ADDED.**

The Steamer will meet any Train at Lochawe Station, by Special Arrangement.

**THOMAS CAMERON, Proprietor.**

(Originator of the Glen Nant and Falls of Blairgour Circular Tour.)

Telegraphic Address:—"CAMERON, PORTSONACHAN."

 Illustrated Hand-book Free for the asking. Mention Baddeley's Guides.

## Scotland.

Under Royal  
Patronage.



Twice Visited by  
Queen Victoria.

# LOCHEARNHEAD HOTEL,

PERTHSHIRE, 12 miles by Railway from Callander.

Lochearnhead Station close to Hotel is now open, book *via* Comrie.

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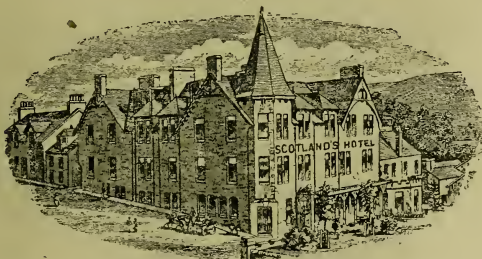
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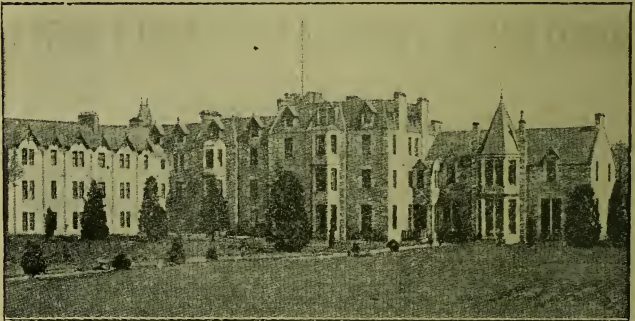
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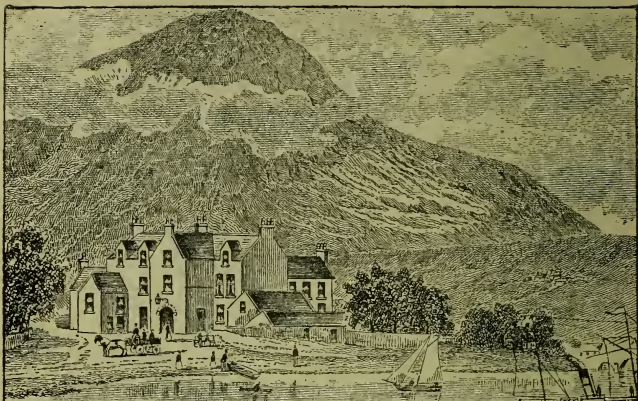
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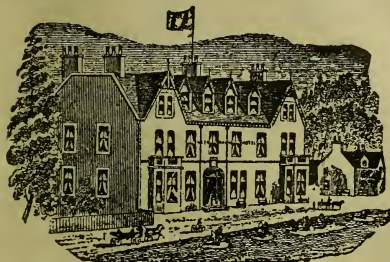
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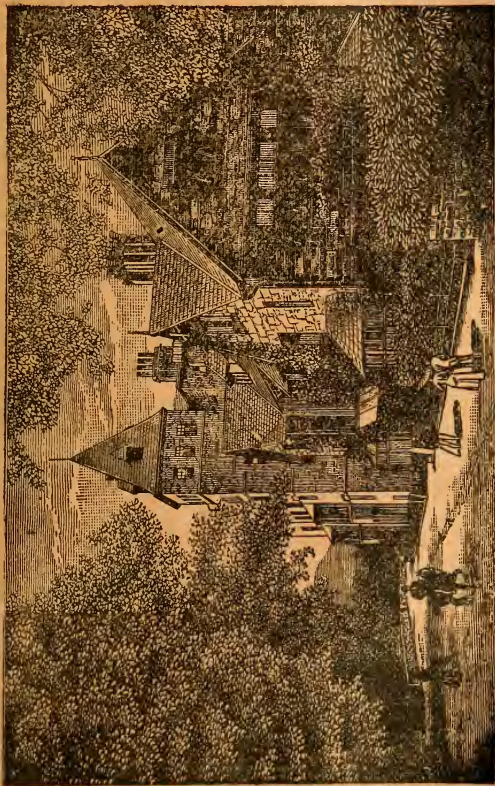
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